Folder #1

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172

1. Date of Incident 1 Oct 1948
2. Time of Incident 2100 hrs
3. Place of observation Fargo, N. Dakota from plane over Fargo and vicinity
4. Name of observer George F. Gorman
5. Occupation of observer Mgr Constr Co. (Pilot of F-51 in Air Natl Guard)
6. Address of observer 18 Red Hous Proj Fargo N. Dakota
7. Number of objects observed [redacted] 1
8. Distance of object from observer 1000 yds
9. Time in sight 27 minutes
10. Altitude 1000 to 1400 ft
11. Speed much faster than F-51
12. Direction of flight various
13. Tactics Several left turns, one right turn, diving and climbing
14. Lights clear white light
15. Sound none noted
16. Size at closest observation 6 to 8 inches
17. Color clear white
18. Shape round at all times
19. Odor detected none
20. Apparent construction none noted
21. Exhaust trails none seen
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance in steep climb
26. Remarks: Northern lights were visible in the NE quadrant

(over)

The object was observed over a period of 27 minutes. It consisted of a small round ball of clear white light with no physical form or shape attached. It was about 6 to 8 inches in diameter. At times this light traveled faster than the F-51 and performed maneuvers in both evasive and aggressive manner. When first sighted the object was traveling at about 250 MPH at 1,000 ft altitude. Under this condition the light was not continuous but blinked off and on. At higher performance the white light was continuous. Possibilities of other aircraft, meteorological balloon releases, Canadian Vampire Jets having been in immediate vicinity have been discredited. Geiger check now being performed on F-51 aircraft for comparison survey with unaffected aircraft. Technical studies have been initiated.

The closest Gorman ever got to the object was in a head-on pass at which time the object passed over him at less than 500 feet. It then appeared to him to be from 6 to 8 inches in diameter. It was white with no apparent glare and a clear cut edge. It apparently had depth. It did not seem an exact ball but appeared "flat".

Realizing that the speed of the object was too much for his Gorman attempted to cut it off in turns. At this time his fighter was under full power. His speed varying from 300 - 400 MPH. The object circled to the left, he cut back to the right for a head-on pass. The pass was made at 5,000 ft, the object approaching head-on until a collision seemed inevitable. It then veered and passed 500 feet or less over the top of him. He chandelled around still without the object in sight. The object then made a 180° turn and initiated a pass at Gorman. This time Gorman watched it approach all the way and as it started to pull up he pulled up attempting to run. The object went straight up with him following to 14,000 ft. Gorman stalled out at 14,000 ft with the object 2000 ft above his circling to the left. They then made two circles. The object then pulled away and made another head-on pass, but did not complete it, breaking off at quite some distance from Gorman and headed over Hector Airport at around 11,000 ft. Gorman gave chase circling to the left trying to cut it off until he was some 25 miles SE of Fargo. He was then at 14,000 ft, the object at 11,000 ft. Again giving his engine full power he tried to catch it in a diving turn. The thing turned around and made another head-on pass. This time when it pulled up he pulled up also but it outclimbed him, traveling straight up until lost from view. Gorman then returned to the field and landed.

Gorman states positively that there was "thought" behind the maneuvers.

I.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 178 A

1. Date 1 Oct 1948
2. Time 2100 hrs
3. Location Fargo N. Dakota Air port
4. Name of observer [redacted] L. D. Jensen
5. Occupation of observer Airport traffic controller
6. Address of observer 1423 6th Ave Fargo S. N. Dakota
7. Place of observation Control Tower of Fargo N. Dakota Airport
8. Number of objects 1
9. Distance of object from observer 1/2 mile
10. Time in sight several seconds
11. Altitude 4000 to 5000 ft.
12. Speed extremly fast
13. Direction of flight W.S.W.
14. Tactics Horizontal flight
15. Sound none noted
16. Size Tail lamp of an airplane
17. Color clear white
18. Shape round
19. Odor detected none noted
20. Apparent construction none noted
21. Exhaust trails none noted
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight out
26. Remarks:

EXHIBIT "B"

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 1726

1. Date 1 Oct 1948
2. Time 2100 hrs.
3. Location Fargo, N. Dakota Air port
4. Name of observer Manuel E Johnson
5. Occupation of observer Assistant Air port Traffic controller
6. Address of observer 1422 Broadway, Fargo N. Dakota
7. Place of observation Control Tower of Fargo, N. Dakota Airport
8. Number of objects 1
9. Distance of object from observer 1 to 2 miles
10. Time in sight several seconds
11. Altitude 2000 to 2500 Ft
12. Speed extremly fast
13. Direction of flight N.NW.
14. Tactics one turn
15. Sound none
16. Size of a lamp
17. Color clear white
18. Shape round
19. Odor detected none noted
20. Apparent construction none noted
21. Exhaust trails none noted
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disapperance straight line
26. Remarks:

EXHIBIT "C"

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 172 e

1. Date 1 Oct 1948
2. Time 2100 hrs
3. Location Fargo N. Dakota
4. Name of observer Dr. Cannon
5. Occupation of observer Occulist
6. Address of observer Newmans Jewelers, Fargo N. Dakota
7. Place of observation from Airplane and Fargo N Dakota Air port
8. Number of objects 1
9. Distance of object from observer 1 mile
10. Time in sight at intervals for seconds only
11. Altitude 5000 to 6000 ft
12. Speed very fast
13. Direction of flight N.N.W. S.E. and W.
14. Tactics straight line
15. Sound none
16. Size tail light of airplane
17. Color clear white
18. Shape round
19. Odor detected none
20. Apparent construction none noted
21. Exhaust trails none seen
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight line
26. Remarks:

EXHIBIT "D"

Confidential

ATI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MK/mlh

4 October 1945

INTERROGATION REPORT NO. 2

INTERROGATION OFFICER: Major Paul Kubala

Personal History of Person Interrogated:

NAME: Gorman, George F.
AGE: Twenty-five years.
ADDRESS: Building 18, Federal Housing Project, Fargo, N.D.
OCCUPATION: Manager of construction work.
MARITAL STATUS: Married, one child.
EDUCATION: Two and one-half years college - mechanical engineering and physics.

Military History of Person Interrogated:

RANK: 2nd Lieutenant.
SERIAL NUMBER: A0943873.
UNIT: North Dakota Air National Guard.
NUMBER YEARS' SERVICE: Two years with the National Guard.
WAR ASSIGNMENT: Pilot instructor for French military students.

Evaluation of Person Interrogated:

2nd Lt. Gorman did not make the impression of being a dreamer. He reads little, and only serious literature. He spends 90% of his free time hunting and fishing; drinks less than moderately; smokes normally; and does not use drugs. He appears to be a sincere and serious individual who was considerably puzzled by his experience and made no attempt to blow his story up.

Summary of Interrogation:

Lt. Gorman had been with his squadron on a cross-country flight. When the squadron returned at approximately 2030 hours, Lt. Gorman decided to remain in the air inasmuch as he wanted to do some night flying. He flew west as far as Valley City and returned to Fargo to watch the foot ball game from the air, his altitude being approximately 1500 feet at this time. Circling the foot ball field, he saw about 500 feet beneath him a Piper Cub. At approximately 2100 hours he decided to return to the field. He called the tower to find out if all was clear, and was told that one other ship was in the air, the aforementioned Piper Cub, which was flown by Dr. Cannon of Fargo, North Dakota.

EXHIBIT "A"

PAGE 1 OF 2 PAGES

Interrogation Report No. 2, dated 4 Oct 48 (Cont'd)

As he flew into the pattern preparatory to landing, what seemed to be the tail light of another airplane passed him from the right. He called the tower immediately and complained that they had misinformed him, that there was a third ship in the air. The tower came back with the information that no other aircraft was reported out, that they had just checked with all other air fields in the area. Lt. Gorman, seeing the tail light run just outside the Piper Cub, pulled up and cut towards the moving light in order to identify what he thought to be another aircraft. He saw the Piper Cub plainly outlined beneath him against the city lights, but saw no outline of anything around the moving light. Lt. Gorman then proceeded to move toward the object (he thinks that he was about 1000 yards from the object at this moment), which appeared then to be about 6 to 8 inches in diameter. The light was clear white, completely round without fuzz at the edges, and was, until then, blinking on and off. He then proceeded to follow the light which suddenly became steady and pulled into a sharp left bank, making what he thought to be a pass at the tower. Lt. Gorman dived after the light, bringing his manifold pressure to 50 inches and realizing 2000 RPM, which increased at the finish of the dive to 3000. He was unable to catch up with the object which began to gain altitude.

Lt. Gorman continued to follow the object, in the meantime calling the tower and advising them as to what was going on. The object continued gaining altitude and again made a left bank. Lt. Gorman then cut his F-51 into a sharp turn and tried to cut the object off in the turn. By that time he was to an altitude of 7000 feet. The object then made a sharp right turn and Lt. Gorman turned about and headed straight at the object which had completed its turn and was coming toward him. At the point where acollision seemed imminent, Lt. Gorman got scared and went into a dive, the object passing over his canopy at approximately 500 feet. At this time he had 60 inches of manifold pressure and 3000 RPM. The object again made a left circle approximately 1000 feet above him and he again gave chase. He cut again sharply toward the object which was once more coming at him and, at the time when collision seemed imminent again, the object went straight into the air and he started climbing after it until he gained approximately 14000 feet, at which time his plane went into a power stall. The object then turned in a northwest northern heading and disappeared. It was then 2127 hours.

Lt. Gorman proceeded to return to the field, being so excited that he had to make two passes at the field before he could properly land. During these entire maneuvers, Lt. Gorman noticed no deviation on his instruments. His magnetic compass reacted normally, there was no interference with his radio. He heard no sounds, noticed no odors, and saw no exhaust trails.

PAUL KUBALA,
Major, USAF,
Chief, ATI Field Office.

EXHIBIT "A"

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ATI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

PK/mlh

4 October 1948

INTERROGATION REPORT NO. 3

INTERROGATION OFFICER: Major Paul Kubala.

Personal History of Person Interrogated:

NAME: L.D. Jensen.
AGE: Twenty-eight years.
ADDRESS: 1423 Sixth Avenue, South, Fargo, N.D.
OCCUPATION: Airport traffic controller (CAA).
MARITAL STATUS: Married, one child.
EDUCATION: Two years' college.

Military History of Person Interrogated:

None - Civilian.

Evaluation of Person Interrogated:

Mr. Jensen is exactly what his name implies - typical quiet, steady, Scandinavian type of individual. He seems very reliable, deliberate and calculated in his observations. He is sober, does not smoke, use drugs, nor have any habits which could affect his normal way of thinking.

Summary of Interrogation:

Mr. Jensen was on duty since 1600 hours October 1, 1948, in the traffic control tower as traffic controller. There was not much traffic during the evening hours on that day, and, with the exception of the P-51, there was no other airplane from Fargo Air Field in the air. At 2050 hours he was advised from a privately owned field south of Fargo that Piper Cub No. 70/, piloted by Dr. Cannon, had taken off and had asked for permission to land at Fargo Air Field to attend the ball game. At 2100 hours Lt. Gorman called the tower, asking if any other aircraft were in the air and he was given the position of the Piper Cub. Approximately 5 minutes after that Lt. Gorman called again and stated that there was another aircraft in the air at approximately the same altitude as the Cub; however, it could not be the Cub in view of its speed. He was advised that no other aircraft was in the air from Fargo Air Field and none other was signalled from other air fields.

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EXHIBIT "B"

PAGE 1 OF 2 PAGES

Lt. Gorman then called in again and stated that he was going to follow the other aircraft. Mr. Jensen then stepped to the south window of the tower and at that moment saw the object, approximately 1000 feet from the tower in a northwestern direction, passing very fast over the field. Mr. Jensen happened to have, at this particular moment, a pair of binoculars in his hand, and he watched the object as it passed over the field. He was, however, unable to distinguish any shape or form other than what appeared to be the tail light of a very fast moving craft. Mr. Jensen did not see the maneuvers carried on by the object nor the F-51 of Lt. Gorman. He saw the object only once, and then only as it passed in a straight line over the field.

Mr. Jensen states that approximately 10 minutes prior to Lt. Gorman's call, the Weather Station at Fargo had released a lighted weather balloon; however, the balloon was at all times in sight by Mr. Sanderson of the Weather Station, the balloon flying slowly in a westerly direction at an altitude of about 500 feet. Mr. Jensen further states that the voice of Lt. Gorman became, at times, very garbled and he had to repeatedly ask him to speak clearer. He thinks, however, that during the diving and climbing maneuvers of the F-51, Lt. Gorman's throat microphone had probably slipped.

Mr. Jensen heard no sound from the object, noticed no odor, and saw no exhaust streaks in the air.

PAUL KUHALA
Major, USAF
Chief, ATI Field Office.

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INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

PK/mlh

4 October 1948

INTERROGATION REPORT NO. 4

INTERROGATION OFFICER: Major Paul Kubala.

Personal History of Person Interrogated:

NAME: Mennel E. Johnson.
AGE: Thirty-four years.
ADDRESS: 1422 Broadway, Fargo, N.D.
OCCUPATION: Assistant airport traffic controller, Fargo Airport.
MARITAL STATUS: Married, no children.
EDUCATION: High School graduate.

Military History of Person Interrogated:

None - Civilian.

Evaluation of Person Interrogated:

Mr. Johnson is approximately of the same type as Mr. Jensen, stoical, quiet, Scandinavian type, not easily impressed, teetotaller, smokes pipe only, has never used habit-forming drugs.

Summary of Interrogation:

Mr. Johnson was on duty at the Fargo Airport tower since about 1:00 hours, 1 October 1948, and was in the tower at the time the B-51 called in requesting information about local traffic. At the time when Lt. Gorman called the second time in regard to the object, Mr. Johnson walked to the rear of the receiver and, looking out of the south window, saw the object and the Cub. Object, at this particular time, was a little higher than the Piper Cub, and outside of him. Object seemed to be on a north heading and then turned northwest.

Mr. Johnson had no other information to offer in support of what Mr. Jensen had to say. He added, however, that Dr. Cannon and partner had, in the meantime, landed and come to the tower and that Dr. Cannon had walked on to the balcony of the tower and remained on the southeast corner watching the object. Mr. Johnson heard no sound from the object, noticed no odor, and saw no exhaust streaks.

PAUL KUBALA
Major, USAF
Chief, ATI Field Office

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EXHIBIT "C"

1 Page

AMC FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

PK/mlh

4 October 1948

INTERROGATION REPORT NO. 5

INTERROGATION OFFICER: Major Paul Kubala.

Personal History of Person Interrogated:

NAME: Dr. L.N. Cannon.
AGE: Sixty-six years.
ADDRESS: Newman's Jewelry Store, Fargo, N.D.
OCCUPATION: Occulist.
MARITAL STATUS: Widower.
EDUCATION: Six years' medical college.

Military History of Person Interrogated:

None - Civilian.

Evaluation of Person Interrogated:

The doctor, in spite of his age, appeared to be highly alert, quick-witted, and very capable. He took up flying two years ago and owns two aircraft today, flying them from the Fargo Flying Club, which is located south of Fargo. The doctor was not at all impressed with the occurrence of the night of 1 October, and seemed to be of the impression that a Canadian jet airplane may have come over and played tag with Lt. Gorman.

Summary of Interrogation:

At approximately 2030 hours, Dr. Cannon had taken off from the south airport of Fargo and had made several circles over the foot ball field on the outskirts of the city, watching the game going on. As he proceeded to land, he noticed what appeared to be the tail light of another ship go at considerable speed in a westerly direction.

Dr. Cannon landed his Piper Cub at the Fargo Airport and proceeded to the tower where he delivered some bottles of coca-cola to the tower operators. On his entrance, he overheard the running commentary between Lt. Gorman and Mr. Jensen. He stepped on the balcony and watched the maneuvers of the P-51 from the southeast corner of the tower. He did see the object from the tower, twice. The object was again headed in a westerly direction, returning very shortly, going into a steep bank and then disappearing in a northwestern by north direction.

EXHIBIT "D"

Page 1 of 2 Pages

Interrogation Report No. 5, dated 4 Oct 48 (Cont'd)

Dr. Gannon noticed no deviation on his instruments. He did not, however, watch his magnetic compass inasmuch as he flies more by knowledge of terrain than by compass. Dr. Gannon thought at all times that the light he saw belonged to another airplane, most probably to a Canadian jet, some of which have come over at various times and buzzed the Fargo field. He did, however, notice that there was no sound from the object at any time, no odor and no exhaust streaks in the sky.

PAUL KUBALA
Major, USAF
Chief, ATI Field Office.

EXHIBIT "D" - PAGE 2 OF 2 pgs

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HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

DCJ:trb
5 October 1948

SUBJECT: Transmittal of Statements Pertaining To Aerial Phenomenon Seen on 1 Oct 48.

TO: Chief Intelligence Department, Headquarters Air Materiel Command, Wright Patterson Air Force Base, Dayton, Ohio.

1. Transmitted herewith are statements pertaining to the observation of an aerial Phenomenon on 1 Oct 48.

2. While the undersigned is cognizant of the fact that reports of this nature are classified material, the fact that a number of civilians were aware of the alleged sighting and present when Lt. Norman dealt with the object, it was necessary that a press release be made in order to avoid an exaggerated account being printed and a consequent mild hysteria.

3. No attempt is made by the undersigned to evaluate the statements herewith attached.

Donald C. Johnson
Major, AF, NGUS
Commanding.

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EXHIBIT "E"

PAGE 1 OF 7 PAGES

Statement of an interview conducted by Major Donald C. Jones, Commanding Officer, 179th Fighter Squadron and 2nd Lt. George F. Gorman, Pilot in the above organization pertaining to the witnessing of an Aerial Phenomenon by Lt. Gorman.

Q. How did you happen to first notice the object in question?

A. Flying in circles to the left over the city of Fargo at 270 miles an hour, I noticed a cub circling the Football Field on the north end of Fargo. At almost the same time I noticed the object traveling from East to West between the tower at Hector Airport and the Football Field. The time was 2100.

Q. How did the object first look to you?

A. At first observation it appeared to be the rear navigation light on an aircraft except that it had no glare and was blink on and off.

Q. What did you then do?

A. My first reaction was to keep it in sight and circle with it. At the time, the object was making a circle around the city of Fargo at approximately 1000 feet traveling at the same rate of speed as I. Putting it in the light of the city, myself being above it, I checked it for wings and fuselage but it appeared to have none. I could distinguish the outline of the cub distinctly.

Q. Did you have any conversation with the tower regarding the position of any aircraft in the air?

A. Yes.

Q. What was the gist of this conversation and the time it occurred?

A. My first call occurred at 2107 at which time I asked the tower if any other aircraft were in the air besides the cub and myself.

Q. What was the towers response?

A. They knew of no other local aircraft.

Q. What did you do then?

A. I contacted the tower, gave them my position, the position of the object, and notified the tower that I was peeling off and going to give chase.

Q. How near did you estimate that you got to the object during the chase?

A. The closest time I got to the object was in a head-on pass at which the object passed over me at less than 500 feet.

Q. How large did the object appear when it passed over you?

A. It appeared to me from 6 to 8 inches in diameter.

Q. Can you describe the object?

A. The object was white light with no apparent glare and clear cut edge.

Q. Did the object have any depth?

A. Apparently no.

Q. Could you describe it as merely a ball of light?

A. No, it seemed to be flat.

Q. How long were you able to keep the object in view?

A. Twenty-seven (27) minutes.

Q. Can you describe briefly what occurred during these 27 minutes?

A. After the initial peel off, I realized the speed of the object was too great to catch in a straight chase, so I proceeded to cut it off in turns. At this time my fighter was under full power. My speed varying between 300 and 400. The object circled to the left, I cut back to the right for a head-on pass. The pass was made at apparently 5000 feet, the object approaching head-on until a collision seemed inevitable. The object veered and passed apparently 500 feet or less over the top above me. I chandeled around still without the object in sight. The object made a 180 degree turn and initiated a pass at me. This time I watched it approach all the way and as it started to pull up, I pulled up abruptly trying to ram the object until straight up with me following to apparently 14,000 feet, I stalled out at 14,000 feet with the object apparently 2000 feet above me circling to the left. We made two circles to the left. The object then pulled out away from me and made another head-on pass. At this time the pass started and the object broke off a large distance from me heading over Hector Airport to the Northwest at apparently 11,000 feet. I gave chase circling to the left trying to cut it off until I was 25 miles Southeast of Fargo. I was at 14,000, the object at 11,000 when I again gave the aircraft full

power and trying to catch it in a diving turn. The object turned around and made another head-on pass. This time when pulling up, I pulled up also and observed it traveling straight up until I lost it. I then returned to the field and landed.

Q. Did the object at anytime change it's appearance?

A. Yes.

Q. In what way?

A. When the object was traveling slow, the light varied in intensity and blinking on and off.

Q. Did the light ever remain steady?

A. Yes.

Q. At what time?

A. When the object increased it's speed, the light increased in intensity and became steady.

Q. What did you estimate its fastest speed to be?

A. Somewhere above 600 miles per hour.

Q. Did the object appear to be opaque?

A. No.

Q. At any time did the light change color?

A. No.

Q. Did the light also appear the same even in turns?

A. Yes.

Q. Did the light at any time have an elliptical shape?

A. No.

Q. Did you have the impression that the object was controlled?

A. Definitely, there was thought behind the maneuvers.

EXHIBIT "E"

PAGE 5 OF 7 PAGES

- How was the weather especially the visibility at the time of this [illegible] t?
- [illegible]
- [illegible] tacious of the Northern lights?
- Yes, I had observed them low on the North eastern horizon through out my flight.
- Are you willing to certify that this is a true and accurate statement to the best of your knowledge?
- Yes, I so certify to the best of my powers of observation, that every statement herein is true.

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STATEMENT BY DOCTOR A. S. CANNON:
October 1st at 11:20 PM

Gentleman and myself took off from Skye Ranch Flying Field, which is five (5) miles South of Hector Airport, at eight-forty (8:40) P.M. to do a little night flying. We were in a two way radio connection with the tower at Hector Airport. I was doing the flying and Nielson was using the phones and while circling the Football Field at the A.C. at 1600 feet, the Fargo tower advised us there was a 51 in the air and a few moments later asked who the third plane might be. We had noticed the 51, and when we were over the North side of Hector Field going east, a light seemingly on a plane flared above and to the North moving very swiftly toward the East. At first we thought it was the 51 but we then saw the lights of the 51 higher and more over the field. We landed on runway three (3 and taxied into the add building and went up to the tower and listened to the calls from the 51 which seemed to be trying to over-take the 51 as or lighted object which the went south-ward and over the city. The plane was moving very swiftly, much faster than the 51. Tried to get a better view with a pair of binoculars but couldn't follow it well enough. The 51 landed and we took off just ahead of Northwest plane and landed at Skye Ranch and registered on the flying sheet at 10:20 P.M. I saw the light and the 51 at the sametime. The lights seemed to be outside of the circle made by the 51.

A TRUE COPY
Donald C. Jones
Major, AC, NDNG
Commanding

/S/ Doctor A. S. Cannon

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EXHIBIT "E"

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HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

J-1123

DCJ:trb
16 October 1948

SUBJECT: Transmittal of Statement.

TO : Chief Intelligence Department, Headquarters Air Materiel Command, Wright Patterson Air Force Base, Dayton, Ohio.

1. In accordance with the attached communication, transmitted herewith is the statement requested.

2. Since the CAA Control Tower at Hector Airport has no recording device, no copy of the conversation between the Control Tower and Lt. Gorman is obtainable.

Donald C. Jones
DONALD C. JONES
Major, AF, NDNG
Commanding

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EXHIBIT F

Page 1 of 1 Pages

Oct. 16, 1945

W. O. Jones
U.S.N.R.
[illegible]

Sir:

This is in reply to your request for a [illegible] to the Lyndenfelter crash [illegible] on the night of [illegible]

I "woke and took off from the launch [illegible]" [illegible] the night of Oct. [illegible] the night flying. We circled the [illegible] feet [illegible] passes - [illegible] the beach out of the Cove and here we [illegible] at the tower so I put on the stores and turned on the [illegible] and put on some [illegible]. The Cargo tower wanted which to contact me. After circling the football field a member of the Cargo tower called and requested our position. "Give the tower our position" and I C. [illegible] the beach near Cargo at 16-0 feet." Cargo tower acknowledged the message and then asked if we had observed any other aircraft in the area at about 4000 feet. [illegible] we had [illegible]

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EXHIBIT [illegible]

[illegible] that there was no aircraft in sight at the time. Since from then and [illegible] had we in sight but that he had observed another aircraft in the area at about Hdg. thousand.

He looked north and saw a "light" [illegible] above us and saw light-[illegible] moving west and we were left [illegible] approach increased at the speed it was [illegible] and [illegible] exactly called the tower [illegible] gave them the bearing of the craft [illegible] they would contact it. It was [illegible] light and appeared early [illegible] much larger than [illegible] star but there were no markings [illegible] to discern any outline [illegible] and there were no navigation [illegible].

The object then made a large maneuver [illegible] about 90° - it seemed to [illegible] in altitude as the time - and it travelled south at a very high rate of speed and was seemingly gaining altitude as it travelled south. We saw the 51 in pursuit just as it made its turn south but the 51 were slow

[illegible] Compass [illegible] CONFIDENTIAL

He landed and went to the town [illegible] not out of they had made contact with the craft but they hadn't. It was in the town we saw the object making smooth sweeping [illegible] - at a much higher altitude [illegible] saw the location lights of the 51 as it [illegible] off. The 51 appeared to be [illegible] [illegible] than [illegible] but [illegible] could not make it out. He went [illegible] and could hear the 51 - but there [illegible] of any [illegible] from the other [illegible]

[illegible] what the [illegible] to know what [illegible] [illegible]

Yours truly,

[illegible]

[illegible] 13

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EXHIBIT [illegible] Page [illegible] of [illegible] Pages

CONFIDENTIAL

Airport Traffic Control Tower
Hector Airport - Box 1756
Fargo, North Dakota

October 1, 1948

179th Fighter Squadron
Air National Guard
Fargo, North Dakota

Gentlemen:

Attention: Maj. D. Jones

The object in question was first noticed just east of the airport, and appeared to be on a north heading. After passing to the east of the airport it seemed to take up a northwest heading. The object seemed to be at about two thousand feet and appeared to be traveling at quite an excessive speed compared to a Piper Cub that was east of the field at the time. No definite outline could be identified. Both objects were noticed at the same time.

Manuel E. Johnson

Manuel E. Johnson
Assistant Airport Traffic Controller
Civil Aeronautics Administration

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EXHIBIT "G"

1. page

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Airport Traffic Control Tower
Hector Airport - Box 1968-I.D.
Fargo, North Dakota

October 1, 1948

178th Fighter Squadron
Air National Guard
Fargo, North Dakota

Gentlemen:

Attention: Maj. D. Jones

This is to advise that I sighted an object or a light traveling at a high rate of speed, through B. & L. 6 x 30 binoculars, with an F-51 following. The object passed between my position and the city traveling at a high rate of speed apparently on a southwest heading. The F-51 was some distance behind and the object was traveling fast enough to increase the spacing between itself and the fighter. This took place at approximately 9:10 P.M. on October 1, 1948. The object appeared to be only a round light, perfectly formed, with no fuzzy edges or rays leaving its body. The edges were clear cut. No other shape was observed. The main identifying characteristic was the high rate of speed at which it was apparently traveling.

Lloyd D. Jensen
Lloyd D. Jensen
Senior Airport Traffic Controller
Civil Aeronautics Administration

CONFIDENTIAL

EXHIBIT "H" 1 page

Date: 29 October 1948

FIELD INVESTIGATION REPORT

SUBJECT: Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota

TO: MCIAT
Attn: Mr. Deyarmond
THRU: MCIAO Mr. Honey
MCIA Mr. Loedding

1. In compliance with decisions between this office (MCIAAO) and Mr. Lawrence H. Truettner, Aeronautical Engineer, Chief of Guided Missiles Branch and Mr. Alfred C. Loedding, Technical Assistant to this division (MCIA , Capt. Robert H. Sneider, Project Sign Officer, in the company of Air Technical Field Organization Officers acting as pilot (1st Lt. T. S. Byington), co-pilot (1st Lt. Kluhow), and engineer and crew chief (Capt. Crawford), departed Patterson Air Force Base, Dayton, Ohio, on or about 0905 hours, 23 October 1948. The Air National Guard Airdrome Officer of the Day was contacted in the absence of the Commanding Officer, and arrangements were made for a comprehensive radioactivity check of a number of F-51 aircraft, including subject airplane, by exposure to a Geiger-Mueller Radiation Measurement Set, Model GLR-200A (hand-portable).

2. To obtain a comparative "Geiger" reading of the subject aircraft the following method of testing and measuring radioactivity was utilized:

a. Only certain fixed areas on all aircraft were checked.

b. A period of ten (10) seconds was allotted each reading. (a mean average could thus be established.)

c. Portions of aircraft indicating more than usual radioactivity were checked for maximum and minimum Geiger readings.

d. All aircraft tested (with the exception of the No. 11380 which was flown 20th Oct) had been flown on 22 October.

NOTE: Subject aircraft, in addition to having been flown 1 October 1948 (date of the incident) had been in use the 2, 8, 14, 21 and 22 of October.

e. The selected aircraft were not equipped with oxygen thus precluding flights in excess of 10,000 feet. (Questioning of crews and two pilots revealed that none had been flown higher than 7,000 ft.

3. It will thus be seen that the factor of relative exposure to normal cosmic rays could be presumed to be fairly constant since only F-51's flown under 10,000 feet and whose daily flight-schedules corresponded to those of the subject aircraft were chosen.

Field Investigation Report
Subject: "Geiger Radioactivity Check of F 51 #511435
Air National Guard, Fargo, North Dakota"

4. The actual tests were performed in a hanger containing other aircraft and motorized equipment since the Geiger instrument required the use of an electric cable and outlet.

5. For practical purposes, the "click" method (using earphones) was selected since this method proves more accurate in detecting minimum radioactivity. It shows any activity above .001 "r" units. (The standard of eight clicks per minute for normal ionization of the atmosphere due to cosmic ray activity and natural radioactivity is present everywhere.)

NOTE: The standard of measurement utilized by the counter is calibrated in "r" units (Roentgen units) per day and is calibrated from individual measurement with known gamma radiation intensities obtained from a standard radium source. This unit of measurement is applicable only in checking safe radiation conditions. (One "r" per day equals 130 millicurie meters for radium gamma radiation.) The actual number of rays passing through the Geiger Mueller counter tube gives a meter reading indicating the average instantaneous number of detected rays and causes the needle to fluctuate around a mean value. Since the given calibration is strictly correct only in the vicinity of radium-gamma type emissions, other radiation (very hard, would have to be multiplied by a "k" factor to give a correct reading.

FACTUAL DATA

1. Pointing the Geiger tube at a tractor resulted in a zero indication at 10 seconds. Directing the counter in the general vicinity of the test planes at a distance of 10 to 12 feet, gave a reading of about 16 clicks per minute (an average normal for recently flown aircraft).

2. Readings taken on the subject aircraft and the five other F-51's are appended hereto as Exhibit "A".

COMMENTS:

1. More positive readings were found to be concentrated in those portions of the aircraft where luminous-dialed instruments or other sources of radiation were located. All aircraft gave similar readings, for the most part, at these points. Readings obtained from the wings, empennage and tail were of very low intensity tending to show that radioactive instruments in the aircraft accounted for the higher readings.

2. Explanation of the varied readings can be accounted for to some extent by the fact that ultra-violet radiations (to which the counter responds) are absorbed from the sun by the aircraft to a greater or lesser degree as the altitude is increased or decreased.

Field Investigation Report
Subject: "Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota

3. Conference held between Major Carl E. Lindstrand, Chief, Electronics Section, Mr. Lawrence H. Truettner, Aeronautical Engineer, Chief of Guided Missiles Branch, Mr. Loedding, Technical Assistant to MCIA[redacted] and the undersigned officer culminated in the expressed opinion by Major Lindstrand, that pending the complete analysis of the acquired data, positive indications of excessive radioactivity in the subject airplane would have been thirty to forty times that recorded.

2 Incl:
1. Original graph of Geiger reading
2. Chart of Geiger Readings on F-51 Craft

ROBERT R. SNEIDER
Captain, USAF

APPROVED:

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

CONFIDENTIAL

Date: 29 October 1948

FIELD INVESTIGATION REPORT

SUBJECT: Fargo, North Dakota Incident

TO: MCIAT
Attn: Mr. Deyarmond
THRU: MCIAO Mr. Loney
MCIA Mr. Loedding

1. While conducting a Geiger counter check of an F-51 aircraft 23 October 1948, the undersigned had occasion to hold a brief discussion with 2nd Lt. George F. Gorman, North Dakota Air National Guard, the pilot involved in the incident now being investigated.

2. Lt. Gorman favorably impressed the undersigned as to sincerity, veracity, reliability and trustworthiness. This impression was gained during a discussion lasting about thirty minutes and is consistent with previous reliability reports. Exhaustive detailed questioning was not resorted to in view of the thoroughness of previous reports.

3. The subject reiterated the main points of his previous testimony and was able to add four definite convictions gained as a result of his encounter with an unidentified flying object. (See Exhibit "A" appended hereto). The gist of this discussion is essentially as follows:

a. The object first detected the approach of the intercepting aircraft about 500 yards distant.

b. Maneuvering of the object was indicative of intelligent control.

c. The object seemed bound by the laws of inertia.

d. The object's flying characteristics far exceeded that of the F-51 airplane.

4. Discussion - Comments

a. The pilot of the F-51 craft first decided to intercept the object while at 4,000 ft. (due SSW of the field), and the object was at about 1,000 ft. altitude and moving at about 250 MPH (also SSW of the field). See chart of flight paths appended hereto as Exhibit "B". Paths of these initial maneuvers were horizontal in aspect and should be viewed as though one is looking down. At point "b", the subject clearly saw the object but was unable to state any exact distance as to proximity, as it began rapid acceleration, turning from a due west heading to a due south heading. Gorman pulled into a tight 360 deg. turn to the left

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EXHIBIT "X"

Page 1 of 4 pages

intending to cut the object off and ram it since he had clearly seen that the lighted object appeared no larger than 8 inches in diameter. He reasoned that the damage to his own plane would not be too great should he succeed. The subject's plane at the turn indicated 425 MPH, yet he saw the object on a wider turn (as indicated by the symbol "a" on the chart) circle him twice in the time it took him to complete his 360 deg. turn. Accordingly, he believes that the object was traveling at estimated speeds of 650 to 700 MPH. Consequently in support of his previous statement, Lt. Gorman feels certain that the object became aware of his approach, despite his approach from above and behind and in spite of his prior advantage in flying speed.

b. The maneuvers of the object, both evasive and aggressive not only matched but effectively coped with the interception tactics performed by the F-51 pilot. Thus the subject is convinced that intelligence directed the movements of his target.

c. To explain his convictions that the object was definitely bound by the laws of inertia, Lt. Gorman explained that when he first approached the object it accelerated very rapidly, but not immediately. Although it turned "tighter" than the F-51 and at far greater speeds, it always followed a natural curve. At no time did it turn at a right angle. Having tried without success to turn with the object while trailing it dead ahead, no wash was felt; however, the subject blacked out momentarily on a few turns. Consequently, Lt. Gorman feels convinced that few living pilots (if any) could have turned as sharply and at the speeds attained by the object.

d. As to flying characteristics, besides evidence as to degree of turn, level flying speeds, and maneuverability, subject pilot drew a vertical cross-section of his final maneuvers (submitted as Exhibit "C") to show the rate of climb of the object.

e. Letting down from 12,000 feet, the F-51 indicated 60" of mercury at 3,000 RPM, estimated airspeed 400 MPH, and began a steep climb to cut off the object as it, in turn, aggressively came flying toward his aircraft. As indicated by "b", the F-51 fell off in a power stall at 14,500 feet altitude. When asked if he had lost sight of his target at this point, Lt. Gorman responded that he had kept his eyes fixed on his target and had watched it climbing vertically and on a slightly increasing angle of climb as indicated by "c" until distance caused it to disappear. When asked why he had not broken the seal for military power, the subject replied that he had indicated 60" of mercury at 3,000 RPM for 15 minutes and he felt further abuse of the engine would possibly injure it beyond repair. The subject stated that the object's rate of climb was constant despite the steepness of its ascent.

1. That scientific and technical analysis of known factors in this and similar cases be continued so that data may be compiled to prove or disprove the following allegations:

INCLOSURE "

a. From the psychological aspect, is it or is it not possible for an object without appreciable shape or known aeronautical configuration (and which appears to possess sensing capabilities) to appear to travel at variable speeds and maneuver intelligently.

b. From the technical analysis standpoint, to what degree is it possible to draw upon rumored present-day attainments (foreign or domestic, in the fields of equipment, propulsion, fuels, electronics (radar control) atomic research and any other applicable field, to account for the aforestated flying characteristics attributed this small missile.

c. To what degree does ball lightning phenomena proximate the flying characteristics attributed this missile.

d. From the aero-medical viewpoint, to what degree is it possible for a human being (utilizing pressurized cabins, flying equipment, etc.) to accomplish the reported abrupt turns and extreme degrees of ascent at terrific speeds described in the foregoing.

e. Is it plausible to assume possible inter-planetary visitations.

CONCLUSIONS:

It is concluded that Lt. Gorman's statements, appended hereto as evidence, be accepted as truth until any part thereof is proven wrong or inaccurate.

3 Incls:
1. Exhibit "A"
2. Exhibit "B"
3. Exhibit "C"

ROBERT R. SNEIDER
Captain, USAF

APPROVED:

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

EXHIBIT "X"

Page 2 of 6 pages

Incl [illegible]

[illegible]

[illegible] October [illegible]

[illegible] 1 October [illegible] [illegible] knowledge and belief.

[illegible]

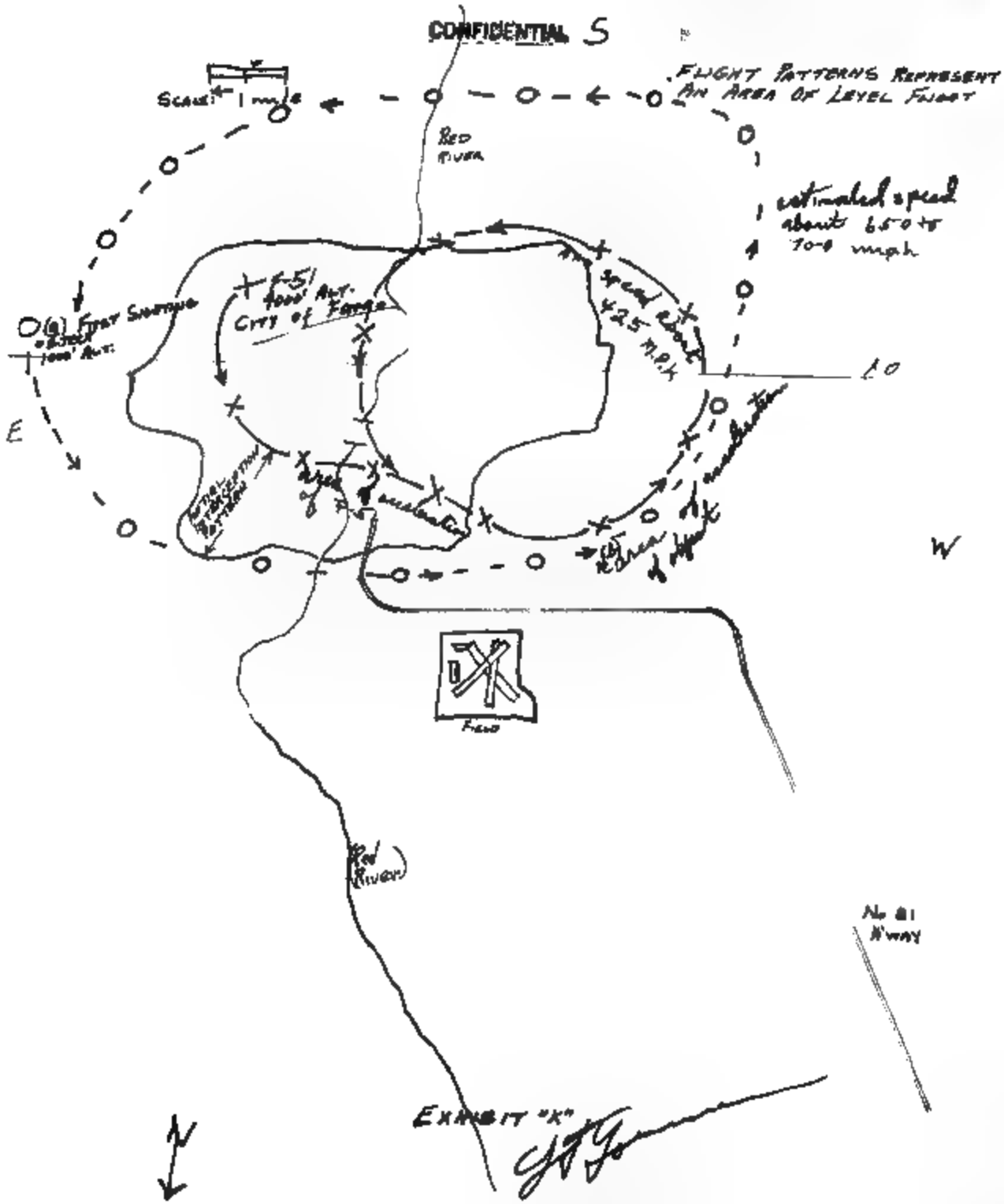
Ernest A. Winterquist

Witness by: Captain Ernest Winterquist
Lt. Donald M. Sollie
Donald M. Sollie

G[illegible] F. [illegible]LAN
2nd Lt.
[illegible]

Exhibit "A"

Page [illegible] of 6 pages


Scale 1 mile
Flight Patterns Represent An Area Of Level Flight
Red River
estimated speed about 650 to 700 mph
(a) First Sighting
1000' Alt.
F-51 1000' Alt. City of Fargo
Speed about 425 M.P.H.
E
W
Red (River)
No. 81 H'way
Exhibit "X"
N

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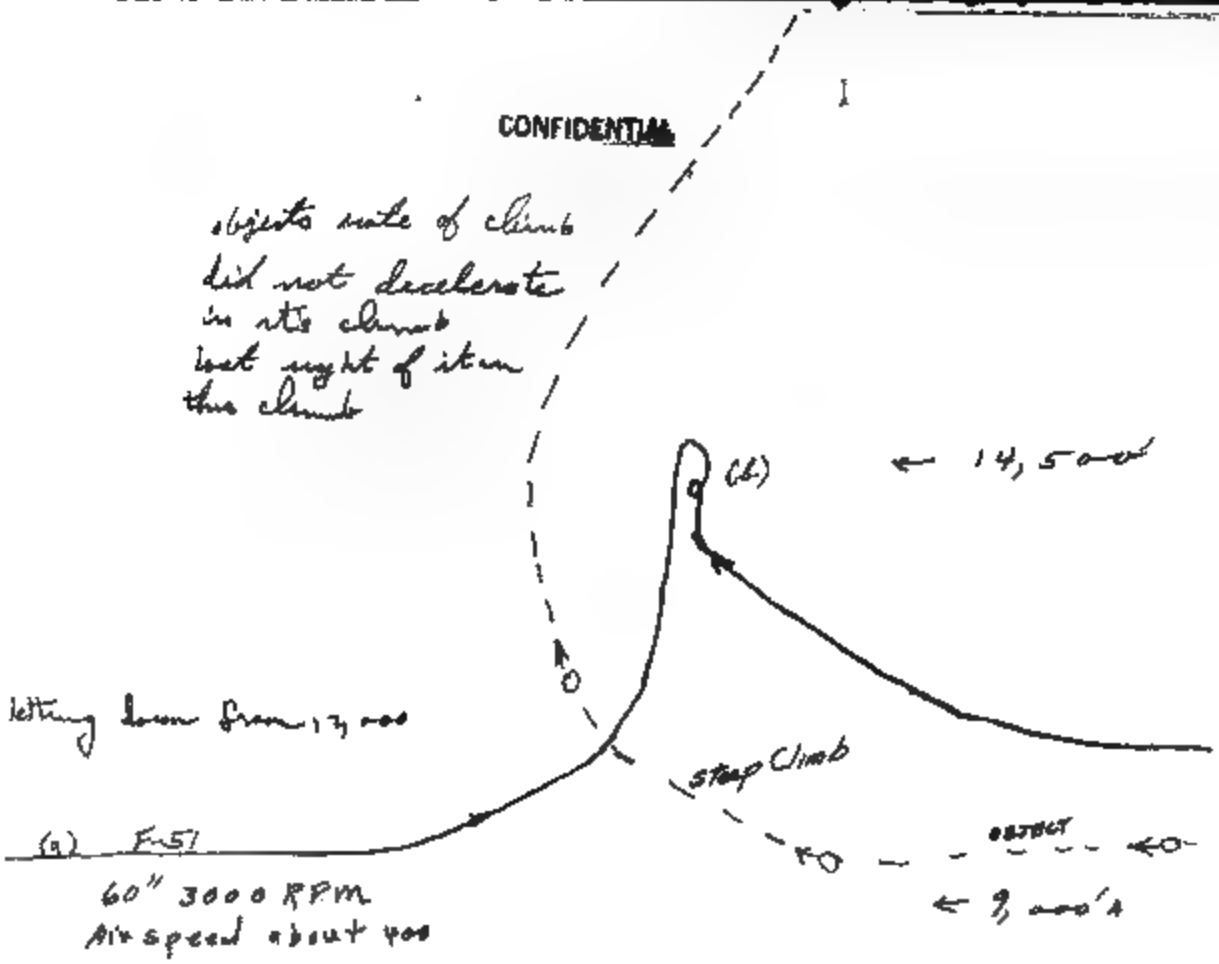

G F Gorman

Cross Section of Last Man

EXHIBIT "X"

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Page 6 of 6 pages

Pilot, "Flying Saucer" Battle Over Fargo, N. D.

[illegible]

A [illegible] National Guard fighter pilot today told a story of a 20-minute [illegible] with a [illegible] fly- ing object [illegible] the [illegible] was [illegible] by two [illegible] observers and [illegible].

In a signed statement for Air Force intelligence, [illegible] Gorman, [illegible] commander of the North Dakota fighter squadron, North Dakota Air National Guard, claimed he chased and did aerial maneuvers last night with a lighted, disk-like object which [illegible] ran and [illegible].

Watching him and the object with naked eye [illegible] Johnson, [illegible] Fargo control tower operators at [illegible] airport [illegible] who [illegible] other aircraft [illegible] besides Gorman's F-51 fighter [illegible] a cub, whose pilot [illegible] of Fargo [illegible] watching [illegible] and the object dogfight around Fargo.

* * *

GORMAN SAID he first caught sight of the lighted object [illegible] his altitude [illegible] about 4,500 feet. The [illegible] said he attempted to [illegible] the object [illegible] making [illegible] passes [illegible] but [illegible] hour and [illegible] first [illegible] at various [illegible] throughout the engagement ranged from 250 to 400 miles an hour.

All [illegible] observers described the object as a round light, perfectly formed, with no rays [illegible] no body and traveling at a speed considerably faster than the F-51.

[illegible] said [illegible] reported such a [illegible] thought [illegible].

[illegible] operations officer of the North Dakota F-51 fighter squadron said he would send Gorman's [illegible] to Air Force [illegible] but refused to comment further.

Air Force headquarters in Washington said it had no reports on the Fargo incident and no explanation for such an occurrence.

Pilot, "Flying Saucer" Battle Over Fargo, N. D.

Airman Reports Mysterious Encounter With Flying Object

Flying Saucers Saucier!

Fargo Freak—Or Is It?—Hits In Combat With Fighter Pilot—High Level Hoax?

EXHIBIT "I"
CONFIDENTIAL

Plane Number	Left side cockpit 2-1/2 ft	Left side cockpit interior	Top of Engine Cowling	Left side Engine Cowling near wing butt Ldg Edge	Nose
511435 Lt Gorman's plane	2,6,4,5 (4 readings) Average: 3.25	16,17,16,20 & 24 (5 readings) Average: 18.4	1, 7 Average: 4	7, 7, 7 (3 readings) Average: 7	0, 1
11360N	5	7, 8	4	4	0
11372N	5, 6	14, 15	0	2	0
11476	3, 10	16, 18	1	4	0
11390N - flown 7,000 ft 22d October	4, 4	18	15, 15	3	1
11377N	8	19, 16	4	4, 2	0

GEIGER READINGS ON P-51 AIRCRAFT

Propeller near Butt	Carb Scoop	Coolant Scoop	Leading Edge Right Wing	Right side by Cockpit	Tail Emp Group	Top Left Wing	Left side cockpit 5 ft	Total Activity per 10 sec period
1, 2	0	1, 4	2	4	0	7	1, 2 & 5	57.57
Average: 1.5		Average: 2.5					Average: 2.6	
0, 3	0	2	2	6, 2	1	1, 2	5	37.5
0	1	5	2	5	1	0, 3	2, 4	40.5
0	0	3	1, 4	4	2	2	5, 3	47.0
1	0	0	3	3, 3	1, 2, 1	2	1, 1	52.3
0	0	0	3	3	1	3	5	47.5

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I CIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation .18 September 1948. Incident # 173

2. Time of Observation .1700 Central Standard Time

3. Where was Object(s) Sighted .3 miles SE of SHREVEPORT, La . . . . . .

4. Observer's Position . .ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer .George ADAMS , 256 Columbia Ave., SHREVEPORT, La. . . . . .

6. Occupation and/or Hobbies . . . . . .

7. Attention Attracted to Object (s) by while scanning sky with binoculars. . . .

8. Number of Object(s) Sighted .one (1). . . . . .

9. Size of Object(s) . .Approximately 12 feet in diameter. . . . . .

10. Color of Object(s) .Aluminum . . . . . .

11. Shape (Sketch if Possible) . . . . . .

12. Nature of Luminosity . . . . . .

13. Estimated Distance of Object from Observer 2 1/2 miles laterally/.50°.off.horizon

14. Speed of Object(s) . . . 100-150 mph . . . . . .

15. Time in Sight .10-15 seconds. . . . . .

16. Tactics . smooth horizontal flight. . . . . .

17 Sound made by Object(s) .none . . . . . .

18. Direction of Flight of Object(s) . South . . . . . .

19. Apparent Construction (Of Object Material or Substance) . metallic. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . .no clouds visible. . . . . .

21. Weather Conditions Existing at the Time . 1/10. cumulous at 5500 ft. visibility 15 miles, winds 20 mph at 20,000 ft.

22. Peculiarities Noted .Object viewed with binoculars at an angle of 50-60° above horizon. One object estimated to be 12 ft in diameter was seen, it appeared found, aluminum in color and was drifting to the south at an estimated 20,000 feet making no sound and leaving no exhaust trail . . . . . .

23. Summary of Incident . Agents Note: A rawinsonde release was made from Barksdale Field La., at 15000 Central Standard Time followed for 18 minutes and then abandoned due to transmitter failure. It is possible that this was the object sighted at 1700 CST. (Diameter at 20,000 ft at 15-18 ft) . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

RESTRICTED

WEATHER DETACHMENT 26-1L
26th Weather Squadron
Barksdale Air Force Base
Barksdale Field, La.

20 September 1948

SUBJECT: Reporting of Information on "Flying Discs".

TO : COMMANDING GENERAL
Air Materiel Command
Wright-Patterson AFB,
Dayton, Ohio, ATTN: TSDIN

1. In accordance with classified letter subject above, Dept of The Air Force, the following report on a "Flying Disc" is submitted.

(a) Sighted 1700C, 18 September 1948 at high altitude through binoculars south east of 256 Columbia Avenue, Shreveport Louisiana, approximately 50-60 degrees above horizon.

(b) Weather 1/10 cumulus estimated 5500 feet above surface visibility over 15 miles.

(c) Sighted by George Agurs, 256 Columbia Ave., Shreveport Louisiana.

(d) No photographs available.

(e) No sketches.

(f) One object estimated 40 feet in diameter, round, aluminum color, drifting to south, estimated 20,000 feet no sound or exhaust trail.

2. A rawinsonde release was made from this base at 1500C, followed for 18 minutes and then abandoned due to transmitter failure. It is possible this could be the object sighted at 1700C.

Eugene A. Carter

EUGENE A CARTER,
Major, USAF,
Commanding

Info Copy to
1-Dept of AF ATTN: Dir of Intell.
1-C.G. MATS, ATTN: AC/S A-2
2- C.O. 59th Wea Wing
1- C.O. 26th Wea Sqdn.
1- C.O. 104th Wea Gp.

RESTRICTED

Incl 173

HqAMC Form No. 10-314 (Rev 18 Sep 46)

SAVE

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

HEADQUARTERS
AIR MATERIEL COMMAND

WRIGHT FIELD, DAYTON, OHIO

OCT 18 1948

SUBJECT:

TO:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

B/L, Hq Air Materiel Command, Wright Field, Dayton, Ohio, Subj: Project "Sign", TO: CO, Barksdale AFB, Barksdale Fld, La., ATTN: Base IO, dtd 18 Oct 48

1st Ind. GA-1

Headquarters 3500th Pilot Training Wing, Barksdale Air Force Base, Barksdale Field, Louisiana, 27 October 1948

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCIAXO-3

In compliance with basic communication Mr. Agurs, 256 Columbia Avenue, Shreveport, Louisiana, was interviewed regarding original report on Flying Disc and furnished the information contained in attached outline (E&I).

FOR THE COMMANDING OFFICER:

Steed Rountree
STEED ROUNTREE
Major, USAF
Wing Intelligence Officer

3 Incls:
1. n/c
2. n/c
3. Sketch

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting of Unidentified Aerial Objects)

1. Date of sighting - 18 September 1948

2. Time of sighting - 1700c

3. Where sighted:

   a. Ground

      (1) City - Shreveport, Louisiana

      (2) Distance and direction from city - Approximately three (3) miles south east of city.

      (3) From - Front yard of home, 256 Columbia Avenue in south east section of Shreveport, Louisiana

      (4) Map coordinates - not feasible

   b. Air - Not applicable

   c. Sea - Not applicable

4. Number of objects

   a. Formation - only one object. See sketch.

5. Distance of object from observer

   a. Laterally or horizontally - Approximately two and one half miles

   b. Angle of elevation from horizon - Approximately 50°

   c. Altitude - Estimated at 20,000 ft

6. Time in sight - Between 10 and 15 seconds

7. Appearance of object

   a. Color - Bright aluminum

   b. Shape - Spherical. See sketch.

   c. Apparent construction - Undetermined.

d. Size

(1) Estimated size - Diameter about 1/3 the length of wingspan of an L-5 Airplane or about 12 ft.

(2) Size as it appeared from observers view - Invisible from the naked eye. Object sighted through strong binoculars while following the flight of a liaison type airplane flying at about 10,000 ft altitude.

8. Direction of flight - South

9. Tactics or maneuvers

a. Vertical ascent or descent, horizontal, etc. - Horizontal and smooth

10. Evidence of exhaust

a. Color of smoke - None

b. Length and width - None

c. Odor - None

d. Rate of evaporation - None

e. Does trail vary with sound? No trail visible

11. Effect on clouds

a. Opened path thru clouds - No clouds visible

b. Formed cloud or mists - None

c. Reflected on clouds - No clouds visible

d. Shown thru clouds - No clouds visible

12. Lights

a. Reflected or attached - No lights visible

b. Luminous - No

c. Blinked on and off - No

13. Support

a. Wings - None

b. Aerodynamic lift of fuselage - No fuselage

c. Vertical jets - None

d. Rotating cylinder or cone - None

e. Aerostatic lift (balloon or dirigible) - Object appeared to observer to be the bottom half of a balloon

14. Propulsion

a. Propeller or jet - None visible

b. Rotor - None visible

c. Aerodynamic vanes - None visible

d. Visible exhaust or jet openings - None visible

15. Control and stability

a. Fins - None

b. Stabilizers - None

16. Air ducts - None visible

17. Speed M.P.H. - Between 100 and 150 miles per hour

18. Sound - None audible

19. Manner of disappearance - Observer sighted object thru binoculars, watched it for 10 or 15 seconds then attempted to observe it without the aid of binoculars. He was unable to locate the object after losing sight of it.

Relative to the Observer

1. Name of observer - George M. Agurs

2. Address - 256 Columbia Avenue, Shreveport, Louisiana

3. Occupation - Draftsman

4. Place of business - Gulf Oil Refining Company, Commercial National Bank Building, Shreveport, Louisiana

a. Employer or employee - Employee of Gulf Oil Refining Company

5. Hobbies - Guns

   a. Time engaged - 2 to 3 hours per week

   b. Observer is not an amateur astronomer, pilot or engineer

6. Ability to determine

   a. Color - Good

   b. Speed of moving objects - Good

   c. Size at distance - Good

7. Reliability of observer

   a. Sources

      (1) Neighbor - Excellent

      (2) Police Department - No record

      (3) FBI - No record

      (4) Employer - Excellent

8. Notes relative to observer

   a. Sightings in General - Mr Agurs was attempting to sight a B-36 Aircraft that was scheduled to fly over Shreveport at about 1700c, 18 September 1948, Air Force Day. He was following the flight of a small commercial type aircraft when he noticed the unidentified object gliding through the sky at an estimated altitude of 20,000 feet. The speed was determined by rate that distance was left between the aircraft and unidentified object which were flying in opposite directions.

   b. How attention was drawn to object

      (1) Sound - No

      (2) Motion - Yes

      (3) Glint of light - No

9. Witnesses - None.

10. Comments of interrogator - The observer is intelligent and of excellent character. His statements are logical and he is quite sure of everything except the speed. Speed was determined by calculating the rate of speed of a flying aircraft estimated at 100 M.P.H. and the rate of opening left between the two as they flew in opposite directions at high altitude.

GENERAL

1. Sequences of local weather conditions - 1/10 cumulus at 6500 feet. Visibility 15 miles

2. Winds aloft report - 20 M.P.H. at 20,000 feet

3. Local flight schedules of commercial, private and military aircraft flying in the vicinity at the time - There were a number of private aircraft in the air at the time and several military aircraft

4. Possible releases of testing devices in vicinity sent aloft by weather unit - Rawinsonde release was made by Weather Detachment 26-1L, 26th Weather Squadron at 1500c, 18 September 1948. Approximate diameter at time of release was 6 ft. Information from Weather Officer indicated that diameter at 20,000 ft would be 15 to 18 ft.

   Note - This is believed to have been the object observed by Mr. Agurs since no unusual sightings were made by radar.

5. Mr. Agurs stated that the object as observed seemed perfectly clean. No projections or attachments were visible.

30°

2 mm

3 mm

ITEM NUMBER # 174

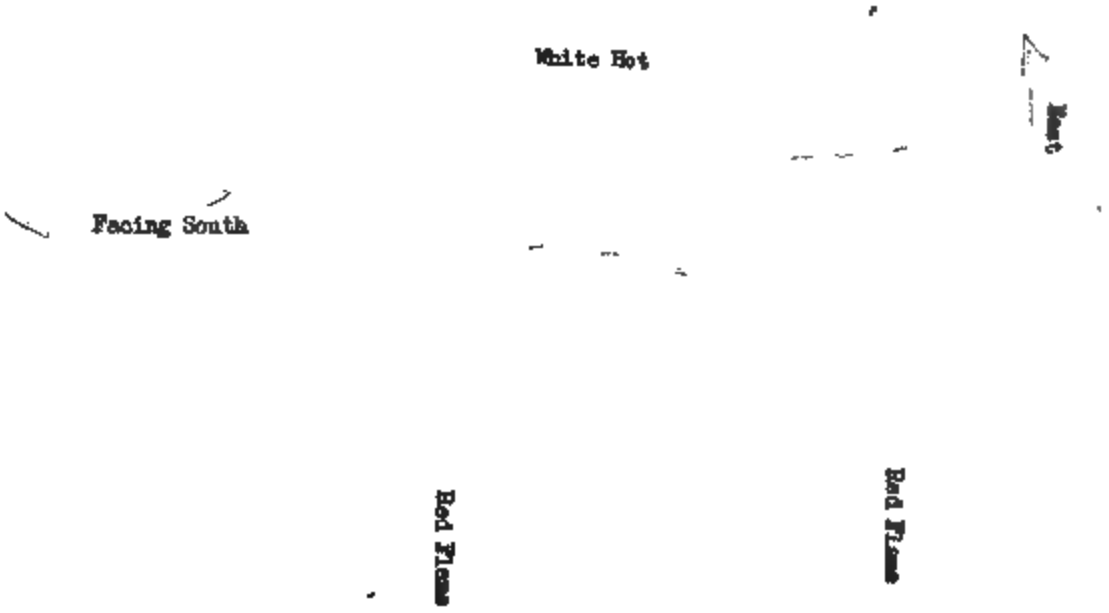
CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 174

1. Date of Incident 1 Oct 48 (Friday morning)
2. Time of Incident 0540
3. Place of observation Ascension Parish, Township 10 South, Range 4 East 50 miles from New Orleans, La. - Ground
4. Name of observer E. B. Williams
5. Occupation of observer Pres., United Land Co., 219 Dryades St., New Orleans Tel: RA 0515 - considerable flying experience
6. Address of observer 356 Audubon St., New Orleans, La. Tel: WA 6497
7. Number of objects observed 1
8. Distance of object from observer 1500 to 2000 ft
9. Time in sight Sufficiently long to enable Williams to make a fairly detailed observation
10. Altitude 1500 to 2000 ft
11. Speed approx 200 MPH
12. Direction of flight easterly
13. Tactics straight and level flight
14. Lights white-hot ~~xxxx~~
15. Sound soundless
16. Size approximately the length of a passenger aircraft
17. Color white-hot cone
18. Shape "cone" shaped
19. Odor detected N/S
20. Apparent construction "flame"
21. Exhaust trails red ~~white~~ flames
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs sketch
25. Manner of disappearance N/S
26. Remarks: (over)

Observer was facing south when an aerial object traveling in an easterly direction came into view. It was traveling at approximately 200 MPH at about 1500 or 2000 ft. It was absolutely soundless and appeared the length of a passenger aircraft, cone-shaped, with the larger end of the cone in front. This portion of the cone which was approximately 1/6th of its length appeared to be "absolutely white hot". Mr. Williams compared the white hotness with a gasoline pressure lamp, i. e., such as a Coleman gas lantern). Red Flames were emitting from the balance of the cone. The line of flight was straight and level.

Mr. Williams explained that his flying experience enabled him to ascertain approximate speed, elevation and direction. He also stated that the object remained in his line of vision long enough for him to get a fairly detailed print in his mind. The sketch appears below:



[illegible]

[illegible]

6 October 1948

[illegible]

[illegible]

1. [illegible] letter, [illegible] dated [illegible], subject [illegible] A-1917.

[illegible] forwarded for your infor-
[illegible] necessary.

1 incl
[illegible]

[illegible]

[illegible]

1 incl
w/d

[illegible]
[illegible] Allience

[illegible]

352.1 [illegible]   6 October 1948

[illegible]

[illegible] [illegible] [illegible] [illegible] con [illegible] orce [illegible]

1. [illegible] letter, [illegible] ence [illegible] 352.1, [illegible] subject [illegible] above and [illegible] -1917.

2. [illegible] for [illegible] info- [illegible]

1 Incl [illegible]

1st [illegible]

[illegible]

1 Incl
w/d

[illegible] elligence

SEN 1L

SUMMARY OF INFORMATION

DATE: 4 October 1948

PREPARING OFFICE: Branch Intelligence Office, New Orleans, Louisiana

SUBJECT: Unidentified Flying Object

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE		OF INFORMATION	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

TIME: Friday morning, 1 October 1948, at 0640 hours

PLACE: Ascension Parish, Township 10 South, Range 4 East, Section 22

INFORMANT: E. Bernard Williams, President, United Land Company, Inc., 219 Dryades Street, New Orleans, Louisiana, Telephone, BA 0515, Residence, 326 Audubon Street, New Orleans, Louisiana, Telephone, WA 8467

On 4 October 1948 Mr. E. B. Williams entered this office and had to say the following; concerning an unidentified flying object: That United Land Company, Inc. has a hunting lodge located in Ascension Parish, Township 10 South, Range 4 East, Section 22 (approximately 50 miles from New Orleans, Louisiana) and that on the morning of 1 October 1948 he, Williams, was hunting; that he was on a road which has been constructed in the swampland of this hunting site which runs north and south and that he was facing the south when an object traveling in an easterly direction came into his view; that this object appeared to be traveling at approximately 200 miles per hour at an altitude of approximately 1500 or 2000 feet; that this object remained in his, Williams, line of vision long enough for him to make a fairly detailed print in his mind. (Here Williams explained that he has had a good deal of flying experience and as a result was able to ascertain ~~approximate~~ speed, elevation and direction.); that according to him, Williams, this sighted object was absolutely soundless and that it appeared to be approximately the length of a passenger air craft, cone shaped, with the larger end of the cone in front and that this portion of the cone appeared to be "absolutely white hot". (Here Williams compared the white hotness of this cone with a gasoline pressure lamp, i.e., such as a Coleman gas lantern) Williams then stated that the white hot section of this cone covered approximately one-sixth of the object and that flames were emitting from the balance of the cone, but did not resemble any color; that the line of flight of this unidentified object was straight and level. (Mr. Williams made a free hand sketch of the sighted object which is attached hereto.)

Mr. Williams advised the personnel in this office that he did not wish any publicity concerning his sighting of this object but that he did not object to his name being used in a confidential report. Mr. Williams also stated that he told the caretaker of the lodge and a hunting companion of the incident and all agreed not to divulge the information as it might be an experiment being undertaken by this government.

(OVER)

DISTRIBUTION

112th CIC Detachment - 2 cys

WD FORM 1 JUN 47 568

CONFIDENTIAL

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SUMMARY OF INFORMATION

DATE: 4 October 1948

PREPARING OFFICE: Branch Intelligence Office, New Orleans, Louisiana

SUBJECT: Unidentified Flying Object

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

Mr. Williams had previously been to the Federal Bureau of Investigation, New Orleans, Louisiana, who directed him to this office as this information may be of interest to the Army.

COMMENT: The personnel of this office who were present at the time Mr. Williams gave the information above are of the opinion that Williams is a reliable, level headed person; that Williams appeared to be conscientious and felt it was his duty to report the sighting of this unidentified object; that the reason Williams desired no publicity was due to the fact that he did not desire his friends and business acquaintances to josh him concerning this matter.

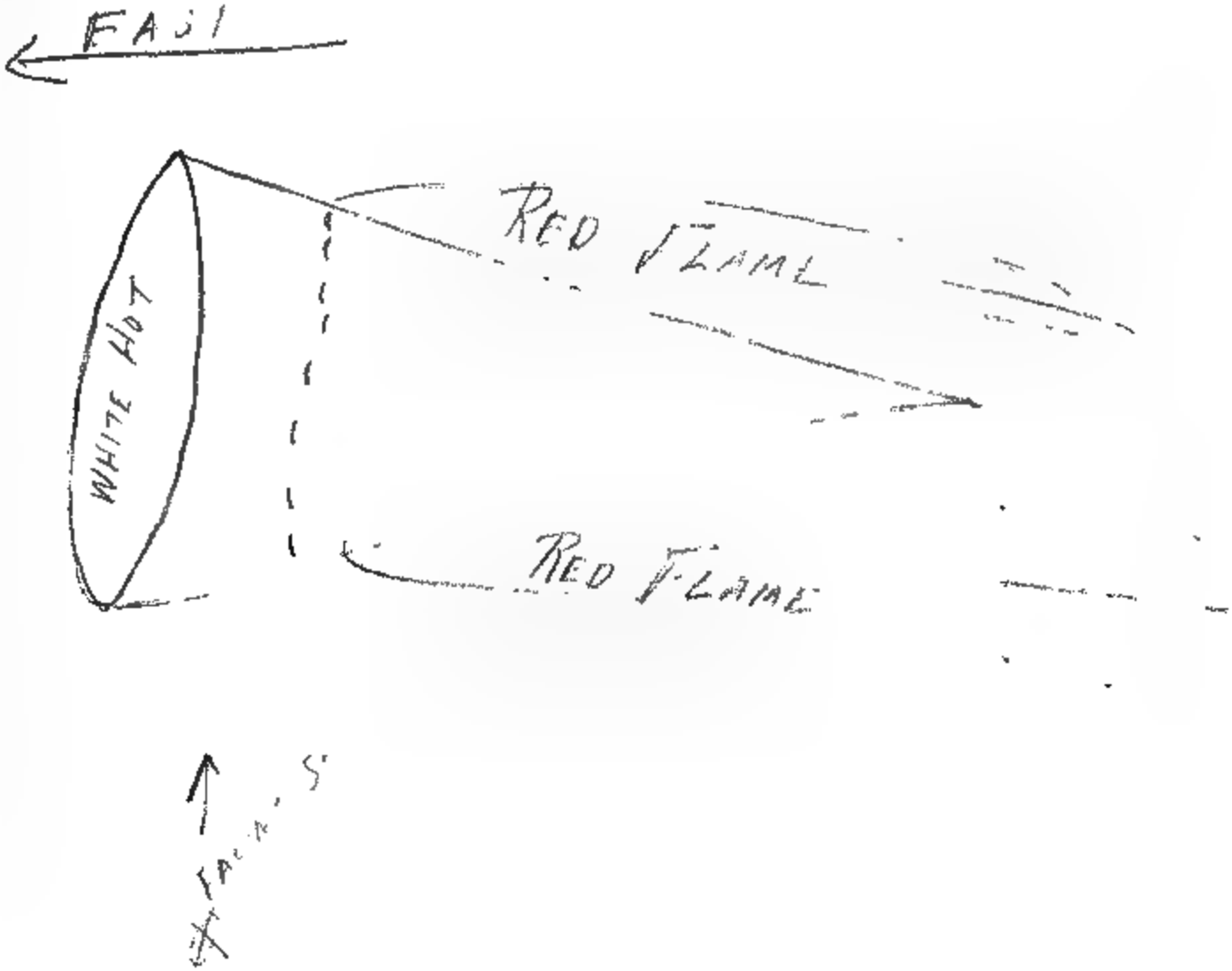
NOTE: Mr. Williams stated that he was not under the influence of alcohol at the time of the sighting of the object.

DISTRIBUTION

112th CIC Detachment - 2 cys

WD AGO FORM 1 JUN 47 568

CONFIDENTIAL


FAST
WHITE HOT
RED FLAME
RED FLAME

INCIDENT # 174

I CIDENT SUMMARY SHEET
(To be filled out and retained in files)

175

1. Date of Observation . . 23 September 1948

2. Time of Observation . . 0940 . . . . .

3. Where was Object(s) Sighted . . Santa Fe, New Mexico . . . . . .
. . 4 blocks in front of Santa Fe Radio Station . . . . . .

4. Observer's Position . ~~[illegible]~~ ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . A. Emble Angler . . . . . .
. . . . . .

6 Occupation and/or Hobbies . . Neon sign manufacturer and experienced pilot . .
. . . . . .

7. Attention Attracted to Object (s) By . glinting of object while watching another aircraft

8. Number of Object(s) Sighted . . 1 . . . . . .

9. Size of Object(s) . . . of dime . was judged to be at least 100 to 150 feet . . .

10 Color of Object(s) . . white . . . . . .

11. Shape (Sketch if Possible) . round and flat . . . . . .

12. Nature of Luminosity . . Sighted in daylight . . . . . .

13. Estimated Distance of Object from Observer . . . . . .

14. Speed of Object(s) . . stationary when sighted . . . . .

15. Time in Sight . 15 or 20 minutes . . . . . .

16 Tactics . very little movement . . . . . .

17 Sound made by Object(s) . . none . . . . . .

18. Direction of Flight of Object(s) . . Slightly to the south . . . . . .

19. Apparent Construction (Of What Material or Substance) . . N/S . . . . . .
. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . none . . . . . .
. . . . . .

21. Weather Conditions Existing at the Time . . N/S . . . . . .

22. Peculiarities Noted . . . . . .
. . . . . .
. . . . . .

23. Summary of Incident . . . Over . . . . . .
. . . . . .
. . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

While watching a government plane coming in for a landing at Los Alamos at 0940 hours 23 Sept 1948, witness noticed something glint in the sun. Focusing his attention on the object he perceived that it was pefectly white, neither transperent or translucent and that it had no metallic sheen. It was perfectly circular, the side visible to him being flat - much as a coin would appear when observed from a distance. It appeared no larger than a dime. Lining it up in relation to the tip of the radio tower he backed off to the North. The object appeared clear out of the picture in relation to the tower. Using this perspective he judged the altitude to be approximately 30,000 ft. At this altitude the object would necessarily be some 100 to 150 feet in size in order to be visible at all. There were no projections, airtrails, or exhaust of any kind. He called this object to the attention of Mr. Fairchild. Both men then went into a building, transacted their business and at the end of eight minutes they went outside and perceived the object in approximately the same position. From the time Angier first saw the object to his last observation was approximately 15 to 20 minutes.

AGENTS NOTES: Mr. Angier is approximately 50 years of age, well settled and conducts his own business. He is an experienced pilot. He comes from a middle class family, is a little above average in intelligence and a good conversationalist. He told a straight-forward story and did not contradict himself. He appeared honest in his convictions in believing he saw an unconventional object. He was convinced that this object was not a weather balloon since he is familiar with weather balloons.

[illegible]

[illegible] vertical [illegible] and [illegible] Kirtland [illegible]

1 Incl
w/d

Colonel, [illegible]
Actg Chief of Intelligence

SUMMARY OF INFORMATION

DATE: 30 Sep 48

PREPARING OFFICE: Office of the AC of S, G-2, Fourth Army, Fort San Houston, Texas

SUBJECT: Unconventional Aircraft

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

On 30 September 1948, the San Antonio Field Office of the Federal Bureau of Investigation reported to this Section that the FBI Resident Agent, Waco, Texas, had received the following information: (A-1)

On 23 September 1948, at 0945, a round, white, object in the sky, estimated at approximately 30,000 feet high and about 150 feet in diameter, was seen from the street in downtown Santa Fe, New Mexico, by A. R. ANGIER, 2620 Proctor, Waco, Texas, Telephone No. 1180, and John FAIRCHILD, 842 West Manhattan, Santa Fe, New Mexico. (B-3)

ANGIER is a pilot who is familiar with weather balloons and he claims that the object seen above Santa Fe was not a weather balloon. (B-3)

This information has been furnished the Intelligence Officer, Waco Air Force Base, Waco, Texas, by the FBI Resident Agent, Waco, Texas. (A-1)

DISTRIBUTION: Air Material Command
B/I
BIO El Paso
BIO Dallas
IO, Sandia Base
File

WD AGO FORM JUN 47 568

CONFIDENTIAL

K-140

[illegible] Project "[illegible]"

[illegible] material be forwarded [illegible] Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention [illegible]

[illegible]

2 Incls
1. [illegible]
2. [illegible]

[illegible]
Colonel, [illegible]
Asst [illegible] Intelligence

3F 1st Ind HEM/mdp

Office of the Intelligence Officer, 3565th Basic Pilot Training Wing, Waco Air Force Base, Waco, Texas, 29 October 1948

TO: Commanding General, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, ATTENTION: MCIAXO-3

In compliance with basic communication, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, MCIAXO-3, Subject: Project "Sign" dated 18 October 1948 the inclosed report is submitted

HUGH E. MC CALL
Captain, USAF
Intelligence Officer

2 Incl
1. Statement of A. R. Angier
2. Rpt on EEI

[illegible]

HQ AMC Form No. 16-514 (Rev 10 Sep 46)

[illegible]

SAVE

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENT ON FOLLOWING OFFICE SYMBOL:

HEADQUARTERS
AIR MATERIEL COMMAND

[illegible]
WRIGHT FIELD, DAYTON, OHIO
OCT 18 1946

SUBJECT: [illegible]

TO: [illegible]

1. [illegible]

[illegible]

[illegible]

5. [illegible] confidential [illegible]

[illegible]

STATEMENT

I, A. Ruble Angier, resi[illegible] 2520 [illegible] to [illegible] know to be the Intelligence Officer at Waco Air Force Base, Waco, Texas

I was standing in front of the Santa Fe Radio Station, Santa Fe, New Mexico, approximately four (4) blocks Northwest of the Plaza at approximately 0940 hours 23 September 1948, watching a Government plane apparently coming in for a landing at Los Alamos when I noticed a strange object in the sky. I immediately lost interest in the plane and focused my attention on the object.

I was approximately fifty (50) feet from the radio tower and easily lined the object up with the tip of the tower. To get the approximate height of the object, I walked a few feet West, and the object immediately jumped clear out of the picture in relation to the tower. I lined it up again with the tip of the tower and backed off to the North. The object was clear out of the picture again, in relation to the tower. This was when it had the appearance of moving in a semi-circle, South and West, but this could possibly have been an optical illusion. Using this perspective, I judged the altitude to be approximately thirty thousand (30,000) feet. At this altitude it would have to have been at least one hundred (100) to one hundred and fifty (150) feet in diameter to have been visible.

It was a perfectly white object, not being transparent or translucent, and having no metallic sheen. It was perfectly circular in appearance, the [illegible] being flat, much the same as a coin would appear when observed from a distance. There were no projections, air trails, or [illegible] [illegible] attention to it, and we went into a building, transacted our business which lasted approximately eight (8) minutes, came outside, and the object was still in approximately the same position.

From the time I first saw the object to the last observation was approximately fifteen (15) to twenty (20) minutes.

I left Mr. Fairchild and returned to Waco, Texas by Automobile.

I did not observe the object after entering my automobile.

I have read this statement consisting of 1 page, and certify that it is true and correct to the best of my knowledge and belief. I hereby affix my signature to this statement in the presence of Captain Hugh E. McCall whose signature appears on this page.

A. RUBLE ANGIER

I, the undersigned, witnessed at Waco, McLennan County, Texas, this 28th day of October, 1948, the signing of this statement by A. Ruble Angier, being in his presence and signing at his request. The said A. Ruble Angier, voluntarily affixing his signature.

Hugh E. McCall
Hugh E. McCall
Captain, USAF
Intelligence Officer

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object(s)

PROJECT "SIGN"

1. Date of sighting:

   a. 23 September 1948

2. Time of sighting:

   a. 0940 to 1000 hours

3. Where sighted:

   a. Ground

      (1) Santa Fe, New Mexico

      (2) Southwest from Plaza of Santa Fe, New Mexico

4. Number of objects:

   a. One (1)

5. Distance of object from observer:

   a. Not applicable

   b. 70% angle from horizon

   c. 25,000 to 30,000 feet

6. Time of sight

   a. 15 or 20 minutes

7. Appearance of object:

   a. White

   b. Perfectly flat in appearance, Compared to dime in sky

   c. Construction not determined

   d. At least 100 to 150 feet in diameter

8. Direction of flight:

   a. Approximately same vicinity, Maybe moved a little South of where sighted

9. Tactics or maneuvers:

a. Very little movement if any noticed

10. Evidence of exhaust:

No evidence of exhaust noticed

11. Effect of clouds:

No clouds

12. Lights:

Sighted in Daylight

13. Support:

d. Rotating cylinder

14. Propulsion:

Not determined

15. Air ducts:

Not determined

16. Control and stability:

Not determined

17. Speed-M.P.H.

a. Stationary at time sighted.

18. Sound:

a. No sound determined at time of sighting

19. Manner of disappearance:

a. Still in view when I left

Relative to the Observer

1. A. Ruble ANGLER

2. 2620 Proctor Street, Waco, Texas

3. Neon sign manufacturer.

4. Own employer

5. Hobbies:

   a. Pilot since 1928. Not a hobby

6. Ability to determine:

   a. Not determined

   b. Experienced Pilot

   c. Same as b.

7. Reliability of observer:

   a. Sources

      (1) Not determined

      (2) No information at Police Department

      (3)

      (4) Own Employer

8. Notes relative to observer on:

   a. Was object while watching another aircraft

   b. How attention was drawn to object

      (1) No sound
      (2) Very little motion
      (3) Saw object glint while watching another aircraft

9. Witnesses:

   a. John Fairchild, 842 West Manhattan, Santa Fe, New Mexico

   b. Occupation unknown

   c. Reliability unknown

10. It is the opinion of the investigator that Mr Angier is approximately fifty (50) years of age and well settled. After giving his statement to the investigator he was interviewed concerning the essential elements of information and told the same story on both occasions. It seems that he was careful not to contradict himself, but told a straight-forward story. It is also the opinion of the investigator that Mr Angier is honest in his convictions in believing that he saw an unconventional object. Mr Angier seems to have a little above the average intelligence, is a good conversationalist and is evidentialy from a middle class family.

CONFIDENTIAL

AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT
UNCONVENTIONAL AIRCRAFT

2. DATE SUBMITTED
11 October 1948 (ek)

3. CONTROL SYMBOL OR FILE NO.
452.1 AKADB

4. REPORT OF FINDINGS

Mr A. R. Angier, 2620 Proctor Street, Waco, Texas on 8 October 1948 furnished the following information concerning the unconventional aircraft seen at Santa Fe, New Mexico on 23 September 1948:

a. Weather at time object was sighted was ceiling and visibility unlimited. Object was first seen at 0945.

b. The only drawing of the object that could be furnished would be a perfect circle. Therefore, it was deemed unnecessary to obtain a sketch.

c. The object appeared to be a perfect circle, approximately 100 to 150 feet in diameter and white in color. At first the object seemed to move in a semi-circle, from South to East and finally to North East. This may have been an optical illusion. The estimated altitude was 30,000 feet, and because of this great height, the speed and maneuverability could not be ascertained. During the period of observation this object made no sound and did not create an exhaust trail. After the first observed movement, the object remained stationary.

d. Mr Angier has been a pilot since 1929 and is familiar with all types of conventional aircraft. He observed this object from 0945 until 0950, and then again at 1000. These observations were also made by John Fairchild, 842 N. Manhattan, Santa Fe, New Mexico.

(B-2)

.75

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT
STANLEY KRISTIANSEN, CIC, Fourth Army

6. SIGNATURE OF SPECIAL AGENT
Stanley Kristiansen

WD AGO FORM 1 JUN 47 341

U. S. GOVERNMENT PRINTING OFFICE 16—43000-1

CONFIDENTIAL

BASIC: Project "Sign", basic communication dated 18 October 1948.

File No. 24-6 1st Ind SLJ/JJS/mfw

Headquarters, 17th District Office of Special Investigations (IG) USAF,
Kirtland Air Force Base, Kirtland Field, N. M. 17 November 1948

TO: Commanding General, Air Material Command, Wright Field, Dayton, Ohio
ATTENTION: MCIAXO

1. Transmitted herewith Report of Investigation, this headquarters, dated 16 November 1948, subject: Project "Sign", as requested in basic communication.

2. Request for development of undeveloped leads as indicated in inclosed report has been forwarded 10th District, Office of Special Investigations.

FOR THE DISTRICT COMMANDER:

JOHN J. STAHL, Jr.
Captain, USAF
Deputy District Commander

2 Incls
1. n/c
2. w/d
3. Rpt of Invest re Project "Sign" (dup)

HQAMC Form No. 19-314 (Rev 19 Sep 48)

SAVE

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

[redacted]

AIR MATERIEL COMMAND

AMC-3/ LS/dw

WRIGHT FIELD, DAYTON, OHIO

OCT 18 1948

SUBJECT: [illegible] "[illegible]"

TO: [illegible]
[illegible] District [illegible]
[illegible] Air Force Base, [illegible] Mexico
[illegible]

1. [illegible] assigned [illegible] an intelligence investigation of [illegible] reports [illegible] unidentified aerial phenomena and as [illegible] Headquarters [illegible] all Air Forces in Allatic [illegible] Headquarters [illegible] letter dated [illegible], subject "Report of [illegible] Air Cases".

2. [illegible] report from [illegible] Headquarters [illegible], attached as enclosure 1, [illegible] estimate [illegible], [illegible], [illegible], [illegible] assigned [illegible] project [illegible] [illegible] [illegible] [illegible].

3. [illegible] your office interview all witnesses to this aerial [illegible] reported, detailed, signed statements of the anomaly observed. [illegible] requested [illegible] interview [illegible] as [illegible] possible [illegible] as [illegible] material [illegible] attached as [illegible] additional evidence [illegible] pertinent [illegible], as indicated in section "General" [illegible], should be [illegible].

4. [illegible] should be [illegible] confidential [illegible].

5. [illegible] all pertinent material be forwarded [illegible] General, [illegible] [illegible].

[illegible]

2 [illegible]
1. [illegible] of [illegible]
2. [illegible]

[illegible]
[illegible]
[illegible] Intelligence

[illegible]

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-5	DATE 16 Nov 48
REPORT MADE BY WILLIAM H. PITTSON	
REPORT MADE AT DO #17, Kirtland AF Base	
PERIOD 26 October 1948	
OFFICE OF ORIGIN Air Materiel Command	
STATUS REFERRED UPON COMPLETION	

TITLE

PROJECT "SIGN"

CHARACTER

[illegible]

REFERENCE

Letter, Air Materiel Command, dated 18 October 1948

SYNOPSIS

Investigation requested by Air Materiel Command, Wright-Patterson AF base, Dayton, Ohio, Mr. JOHN C. FAIRCHILD, in a signed statement, substantiated the aerial anomaly sighted over Santa Fe, New Mexico, on 23 September 1948. The reliability of the observer was checked with no derogatory information revealed.

DISTRIBUTION

CG, AMC, W-P AFB (Action Copy) (2 Incls)	2
OSI Fld. (2 Incls)	2
DO #10, Kelly AFB (1 Incl)	2
File	2

ACTION COPY FORWARDED TO

CG, AMC, Wright-Patterson AF Base
ATTN: MXIAIO-3

FILE STAMP

APPROVED

Doyle Rees

DOYLE REES
Lt. Col., USAF
DISTRICT COMMANDER

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL

S-1072, AF

GENERAL:

1. This investigation is predicated upon letter, dated 18 October 1948, Headquarters Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, subject: Project "Sign". Basic letter indicated that JOHN [illegible], 842 West Manhattan St., Santa Fe, New Mexico, saw an unidentified aerial object over Santa Fe, New Mexico, on 28 September 1948.

AT SANTA FE, NEW MEXICO

2. On 26 October 1948, this agent interviewed Mr. JOHN C. FAIRCHILD at 621 Lolita St., Santa Fe, New Mexico, and the following information was obtained: Mr. FAIRCHILD was born 2 April 1920, Sunbright, Tennessee, came to Santa Fe, New Mexico, from Florida in 1945, was employed at Oak Ridge, Tennessee, and at Los Alamos, New Mexico, for approximately six (6) months. He is presently employed by Mr. DON BEERS (621 Cerrillos Road, Santa Fe, New Mexico) as a Building Superintendent. On 23 September 1948, Mr. FAIRCHILD and a business associate (Mr. [illegible], 2620 Proctor, Waco, Texas) observed an unidentified aerial object over Santa Fe, New Mexico, as outlined in "Essential Elements of Information" form, attached as inclosure two (2) of this report. Mr. FAIRCHILD stated he and Mr. ANGIER were the only witnesses to the sighting of the unidentified aerial object. A signed statement of Mr. FAIRCHILD's, regarding the unidentified aerial object is attached to this report as inclosure one (1) and is set forth verbatim below:

26 October 1948

This statement was taken at the residence of Mr. John C. Fairchild at 1415 hours, on 26 October 1948, by Mr. William A. Pattson S/A Office of Special Investigations Kirtland AFB, Kirtland Field, New Mexico

STATEMENT OF: John C. Fairchild

On September 28, 1948 at approximately 0930 hours, while on East Garcy Street down town Santa Fe, New Mexico. I discovered an oblong bright object flying at a high speed I estimated between seven (7) and eight (8) hundred miles an hour, at thirty (30) thousand foot or over this object gave a blue flare to the rear and was traveling from North East to South West. I did not hear any sound but discovered this object while looking up at K.T.R.C. radio tower. At first glance I thought this object was an insulator on one of the wires, but when I discovered it was moving, an effort was made to detect sound and to establish sight and direction of course.

/s/ John C. Fairchild
/t/ John C. Fairchild

WITNESS,

/s/ Lawrence E Valdez

/s/ 331 Otero St
/s/ Santa Fe

3. On 26 October 1948, the following interviews and agency checks were made to substantiate the reliability of the observer: (Reference page 4, paragraph 7 of Essential Elements of Information form.)

a. Mrs. ELOY MONTOYA (Housewife), 828 West Manhattan St., Santa Fe, New Mexico, stated in substance, that she has known Mr. FAIRCHILD approximately three (3) years and that he is a good family man, a hard, aggressive worker, and successful business man. Mrs. MONTOYA further stated that she has no knowledge of derogatory information concerning Mr. FAIRCHILD.

b. Mrs. HAROLD JOHNSTON (Housewife), 820 West Manhattan St., Santa Fe, New Mexico, stated in substance, that she has known Mr. FAIRCHILD approximately one (1) year and that he leads a nice quiet home life and is a very likeable person. Mrs. JOHNSTON further stated she has no knowledge of derogatory information concerning Mr. FAIRCHILD.

c. Police Department, Santa Fe, New Mexico - No record.

Sheriff's Office, Santa Fe, New Mexico - No record.

d. Mr. DOZ BEERS (filling station proprietor and used car dealer), 821 Cerrillos Road, Santa Fe, New Mexico, stated in substance, that he has known Mr. FAIRCHILD approximately one (1) year and is presently in his employment as a building superintendent. Mr. BEERS further stated that Mr. FAIRCHILD has never been in trouble and has a fine character and background to the best of his knowledge.

INCLOSURES

SAN ANTONIO, TEXAS, DIST-PATTERSON AFB:

1. Signed statement of Mr. JOHN C. FAIRCHILD, dated at Santa Fe, New Mexico, 26 October 1948.

2. Essential Elements of Information.

HQ. 1ST AF., WASHINGTON, D. C.:

1. Photostatic copy of signed statement of Mr. JOHN C. FAIRCHILD, dated at Santa Fe, New Mexico, 26 October 1948.

2. Essential Elements of Information.

HQ. MC AIR, FELLY AFB:

1. Form of Essential Elements of Information.

- RETURN UPON COMPLETION TO THE OFFICE OF ORIGIN -

UNDEVELOPED LEADS

AT SIXTH OFFICE, 10, (ELLY AFB)

AT EL PASO, TEXAS

1. Will check the criminal and subversive files of the Federal Bureau of Investigation to determine if JOHN S. WIDGWILD has a record.

AT [illegible]GO, TEXAS

2. Will obtain detailed signed statement from Mr. A. R. ARGINR in reference to the anomaly observed.

3. Will obtain as much information as possible relative to the object as outlined in the "Essential Elements of Information" form, attached as Inclosure 1. Any additional evidence that may seem pertinent to the investigation, as indicated in section "General" of the EEI, should be included.

CONFIDENTIAL

26 October 1948

This statement was taken at the residence of Mr. John C. Fairchild at 1415 hours, on 26 October 1948, by Mr. William H. Pittson S/A Office of Special Investigations Kirtland AFB, Kirtland Field, New Mexico.

STATEMENT OF: John C. Fairchild

On September 25, 1948 at approximately 0930 hours, while on East Marcy Street down town Santa Fe, New Mexico. I discovered an oblong bright object fly - ing at a high speed I estimated between seven (7) and eight (8) hundred miles an hour, at thirty (30) thousand foot or over this object gave a blue glare to the rear and was traveling from North East to South West. I did not hear any sound but discovered this object while looking up at K.T.R.C. radio tower. At first glance I thought this object was an insulator on one of the wires, but when I discovered it was moving an effort was made to detect sound and to establish hight and direction of course.

John C. Fairchild
John C. Fairchild

WITNESS;

Lawrence E Geldy
321 Otero St
Santa Fe

CONFIDENTIAL

Incl. #1.

[illegible]

[illegible] of [illegible] Personal
Objective

[illegible]

[illegible] - October [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] [illegible] = [illegible]

[illegible] target or [illegible] [illegible] town
[illegible] seven 7 miles [illegible] thousand
[illegible] [illegible] [illegible]
[illegible]

[illegible] coordinates [illegible] possible [illegible]
Latitude [illegible] = [illegible] [illegible] [illegible]
[illegible]

[illegible]

[illegible] [illegible], [illegible], [illegible], [illegible]

[illegible] [illegible] town or
[illegible]

[illegible] position [illegible] object from [illegible]
[illegible]

[illegible] and longitude

[illegible]

(1) Latitude and longitude

Proximity to land
(large city, country, etc)

4. Number of objects

a. Formation [illegible] (Sketch if possible)

b. Distance of object from observer - seven (7) miles

1. Laterally or horizontally - laterally

Angle of elevation from horizon - 45° [illegible]

c. Altitude - 30,000 feet

CONFIDENTIAL

Incl #2.

[illegible]

[illegible] = 1½ minutes

7. [illegible] object

[illegible] color = [illegible] silver, object

[illegible] = [illegible] = [illegible]

[illegible] transparent [illegible] translucent = [illegible]

[illegible] size

[illegible] size = [illegible] 1-200 feet

[illegible]

[illegible] object

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] = [illegible] = one

[illegible] = [illegible] = one

[illegible] clouds

[illegible]

[illegible] clouds or [illegible]

[illegible] or [illegible]

[illegible] thru cloud

[illegible]

[illegible] Reflected or attached

[illegible] ominous - one silver streak

[illegible] relation to speed

[illegible]

[illegible]

[illegible]

- [illegible]
- [illegible]
- [illegible]

[illegible] = None

[illegible] or [illegible]

[illegible]

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]

[illegible]

- [illegible]
- [illegible]

17. [illegible] = 700 or 900 miles per hour

[illegible] = None

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

[illegible]

[illegible]

[illegible] of [illegible] range

[illegible]

[illegible] fragments

[illegible] of evidence

[illegible] for [illegible]

[illegible] stable

[illegible] to the observer

[illegible]

[illegible] = [illegible]

[illegible] = [illegible]

[illegible] = [illegible]

[illegible] = [illegible]

[illegible] = [illegible]

[illegible] experience [illegible] neighborhood [illegible] extrapolator, pilot, engineer, etc.

[illegible] determine

[illegible] = good

b. Speed of moving objects = fair

c. Size at distance = fair

[illegible] Reliability of observer

1. Sources

1. Neighbor - yes
2. Police Dept. - to record
3. FBI records
4. Employer - yes

[illegible]

[illegible] of Type [illegible]

[illegible]

[illegible] relative to observer or

[illegible] of [illegible] in general

[illegible] observed [illegible] first sighted.

[illegible]

[illegible] time of [illegible]

[illegible]

- [illegible] rector, [illegible]

  communication - pilot

- [illegible] - unknown

[illegible] If intercept [illegible] character of [illegible] [illegible] ter [illegible] good

[illegible] <u>[illegible] tings</u>

- [illegible]

  a. [illegible] of target

  b. [illegible] 180°, etc. [illegible] observable, [illegible] speed [illegible]

  [illegible] separation of [illegible] target into [illegible] of a distant target [illegible] several targets upon [illegible] if possible.

[illegible]

- [illegible] there any [illegible] to actions or [illegible] size of [illegible] results.

  [illegible] ve [illegible] tes of [illegible], speed, [illegible], etc.

GENERAL

1. Teletype sequences of local weather conditions - Reading at 1030 hours, 23 September 1948; clear visibility 40 miles, pressure 1064 mili bars, temperature 71°, dewpoint 31°, surface wind [illegible] S W 13°, altimeter setting 29.98 inches.

2. Winds aloft report - Reading at 0900 hours, 23 September 1948; 10,000 ft. 11 miles per hour 290°, 18,500 ft. 17 miles per hour 310°, 30,000 ft. 15 miles per hour 280°.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time - Local flight schedules, none. (Check Canadian activity if close to that border)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations, or any other - None.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils - Object did not contact earth.

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. - No other aircraft involved.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of

   a. Object 

   b. Surrounding terrain where observed - In City of Santa Fe, New Mexico.

   c. Place where it contacted earth (if this happened) - Did not contact earth.

   d. Maneuvers - Flew straight course.

   e. Formation if objects were more than two - Only one (1) object.

8. Secure signed statement - See Inclosure No. 1.

9. Obtain fragments of physical evidence where possible - Not possible.

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might persumably be construed as such) - None observed.

Incident # 176

Incident # 176

PROJECT "SIGN"
Action Slip

Refers to **Making Sighting** ( ) Incident No. 176

Location **Pinole, Calif**

Date & Time of Incident **23 Sept 48** **Time: 12:00 noon**

Initially Reported To **Hq. 6th Army, Office Assis Chf of Staff G-2, Presidio of San Francisco, Calif**

Info Recorded On: McBee ____ Witness File _x_ Incident File _x_ By ____

Check & Initial: Check List _x_ Chart ____ ____ Graph ____ By ____

Coordinated With: MCIAAO ____ MCIAO ____ MPI ____

Investigation Started: Type X _ **Ltr** _ **local** _ Date Initiated **14 Oct 48**

Initial Investigation Report Rec'd ____ ____ Date ____

Information Requests

1. To **Distr Commder 18th OSI Distrct San Bernardino AF Base, San Bernardino, Calif**
   Subject **Project "SIGN"**
   Date ____
2. To ____
   Subject ____
   Date ____
3. To ____
   Subject ____
   Date ____
4. To ____
   Subject ____
   Date ____

Checked:

Meteorological File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone ____ Date ____ Teletype ____ Date ____

Letter ____ Date ____ Courier ____ Date ____

Other ____ Date ____

Dissemination: To ____ Date ____ To ____ Date ____

To ____ Date ____ To ____ Date ____

Status: Open _x_ Pending ____ Closed ____

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 176

1. Date of Incident 23 Sept 48
2. Time of Incident 12:00 o'clock noon
3. Place of observation Pinole, Calif
4. Name of observer Horace S. Eakins, Col
5. Occupation of observer Ret'd Col
6. Address of observer Box 1213, Walnut Creek, Calif
7. Number of objects observed 1
8. Distance of object from observer N/S
9. Time in sight N/S
10. Altitude N/S
11. Speed fast speed
12. Direction of flight N/S
13. Tactics undulating
14. Lights N/S
15. Sound N/S
16. Size Seemed as large as a bomber
17. Color white
18. Shape irregular
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance disappeared inland
26. Remarks: As Col Eakins was observing an army bomber flying relatively low near Pinole he raised his eyes and saw far beyond the bomber at much higher altitude an irregular shaped white object moving in an undulating manner at fast speed. As it "wobbled" a dark spot could be seen in its center. This object seemed as large as a bomber.

2 [illegible]

1. [illegible]
2. [illegible]

[illegible] alligator

6

2 [illegible]

1. [illegible]
2. [illegible]

[illegible]

IN 171517Z

FROM FORT CROOK NEBRASKA 162310Z

ODC 2 A1 , 5269

REGARDING YOUR LETTER MCIAMD - 3 DATED 8 NOV 48 SUBJECT " INFORMATION COMPILED ON WEATHER MISSIONS " . BASIC CORRESPONDENCE HAS BEEN FORWARDED TO 374 WEATHER RECON SQD. FAIRFIELD SUISUN AFB CALIFORNIA FOR NECESSARY ACTION.

HqATSC Form No. 199-0010
(Rev. 17 AUG 40)

RESTRICTED

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION—ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. /

THIS MESSAGE RECEIVED IN RESTRICTED CODE

RESTRICTED

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked RESTRICTED. This copy will be safeguarded with the greatest care and will be returned to CLASSIFIED CABLE & MESSAGE SECTION without delay.

PROJECT "SIGN"
Action Slip

Refers to **Eskins Sighting** Incident No. 176

Location **Pinole, Calif**

Date & Time of Incident **23 Sept 48** **Time: 12:00 noon**

Initially Reported To **Hq, 6th Army, Office Assis Chf of Staff G-2, Presidio of San Francisco, Calif**

Info Recorded On: Index ___ Witness File X Incident File X By ___

Check & Initial: Check List X Chart ___ Graph ___ By ___

Coordinated With: NCIAO ___ NCIAO ___ NKI ___

Investigation Started: Type 1tr - local Date Initiated 14 Oct 48

Initial Investigation Report Rec'd 17 Nov 48 Fairfield Suisun AFB Calif Date ___

Information Requests

1. To ~~Distr Commander 15th OSI Distri~~ ~~San Bernardino AF Base, San Bernardino, Calif~~ Subject ~~Project "SIGN"~~ Date ___
2. To ___ Subject ___ Date ___
3. To ___ Subject ___ Date ___
4. To ___ Subject ___ Date ___

Checked:

Astronomical	Info File		Navy		Other
Radar			Air Force		Other
Electronics			Guided Missile		Other
Astrophysical			Atomic Research		Other
Domestic Flight			Weather Station		Other
Army			Private Flights		Other

Reported to Washington By:

Telephone ___ Date ___ Teletype ___ Date ___

Letter ___ Date ___ Courier ___ Date ___

Other ___ Date ___

Dissemination: To ___ Date ___ To ___ Date ___

To ___ Date ___ To ___ Date ___

Status: Open X Pending ___ Closed ___

PROJECT "SIGN"
Action Slip

Refers to

Incident No. 176

Location Pinole, Calif.

Date & Time of Incident 1200 Hours 23 Sept '48

Initially Reported To Dir. of Int., Wash. DC.

Already Recorded On: McBee _____ Witness File ___ Incident File ___ By ___

Check & Initial: Check List ✓ Chart ___ Graph _____ By ___

Coordinated With: MCIAAO _____ MCIAO _____ ACI _____

Investigation Started: Type Local Date Initiated 19 Oct 48

Initial Investigation Report Rec'd Hq. AMC Date 19 Oct 48

Information Requests

1. To Director, 15th Off. Proj. San Bernardino, Calif.
   Subject Req for info
   Date 19 Oct 48

2. To _____
   Subject _____
   Date _____

3. To _____
   Subject _____
   Date _____

4. To _____
   Subject _____
   Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination: To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ✓ Pending _____ Closed _____

MCIAXO-3/HBS/gj
2 [illegible] 1948

[illegible]
Colonel, [illegible] Reg, [illegible]
-8548
[illegible] Lake [illegible], California

Dear Sir:

Your letter dated 23 September 1948 addressed to G-2 Sixth Army Area, Presidio of San Francisco, California, has been forwarded to this headquarters for necessary action.

This command is interested in all reports of unidentified aerial objects and appreciates the interest you have taken in bringing this matter to our attention.

Sincerely yours,

W. P. [illegible]
Colonel, USAF
Tech Intelligence Division
Intelligence Department

176

[illegible]

[illegible]/[illegible]/[illegible]
2 [illegible] 1948

[illegible]orace [illegible] [illegible]
[illegible]olonel, [illegible] [illegible]ry, ret'd.
[illegible]
[illegible] [illegible]alnut [illegible], California

[illegible]ear [illegible]:

[illegible] letter dated 23 [illegible]ptember 1948 addressed to G-2 [illegible] Army Area, [illegible]sidio of San Francisco, California, has been forwarded to t[illegible] is headquarters for necessary action.

[illegible]his command is interested in all reports of unidentified aerial objects [illegible] appreciates the interest you have taken in bri[illegible] t[illegible] matter t[illegible] our attention.

Sincerely yours,

[illegible] [illegible] GUIKE [illegible]
Colonel, [illegible]
Tech Intelligence Division
Intelligence Department

[illegible] 126

HEADQUARTERS SIXTH ARMY
Office of The Assistant Chief of Staff G-2
Presidio of San Francisco, California

AFGSI-C

SUBJECT: Unconventional Aircraft

TO: Commanding General
Headquarters Fourth Air Force
Hamilton Field, California
ATTN: AC of S, A-2

1. Reference, letter, DA, G3GID 452.1, 26 March 1948, subject as above.

2. Attached letter Horace S. LAINS, Walnut Creek, California, is forwarded for your information.

3. The report was not considered of sufficient importance to warrant direct communication with the Commanding General, Air Materiel Command, as provided for in reference letter.

/s/ Alexander G. Kirby

ALEXANDER G. KIRBY
Lt Colonel FA
Actg AC of S, G-2

1 Incl:
Ltr as indicated in par 2
dtd 23 Sep 48
452.1 Gen/SGO-OI

1st Ind

HEADQUARTERS FOURTH AIR FORCE, Hamilton AFB, Hamilton Field, California, 5 Oct 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio. ATTN: TSDJN

FOR THE COMMANDING GENERAL:

1 Incl:
n/c

J. P. BAILEY
Colonel, USAF
Deputy for Operations

cc to CG, ADC, Attn: D/I

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-3	DATE 12 November 1948
REPORT MADE BY	ARTHUR F. HEROLD, JR
REPORT MADE AT	DO #19, Fairfield-Suisun AFB
PERIOD	4 November 1948
OFFICE OF ORIGIN	DO #19, Fairfield-Suisun AFB
STATUS	PENDING

TITLE UNKNOWN OBJECT, Project "Sign"

CHARACTER Special Inquiry

REFERENCE Ltr fr Hq, Air Materiel Command, Wright-Patterson AFB, File: CG, AMC, ATTN: MCIAMD, dated 18 October 1948

SYNOPSIS

Investigation requested by Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio. At approximately 1200 hours 23 September 1948, Colonel HORACE S. RAKINS, U. S. Army (RET), sighted an unknown object moving very fast at a considerable altitude, headed due East. This object was also seen by a Mr. SMITHAM.

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC, Wright-Patterson AFB, (Action copy) (Incl)2 DO #5, Wright-Patterson AFB (Incl) 2 OSI Headquarters (Incl) 2 File (Incl) 2	Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio ATTN: MCIAMD-3	
	APPROVED DONALD C. COONEY Captain, USAF DISTRICT COMMANDER	

SECRET

WMAMA—Sep 48—7000

OSI File No. 24-3

DETAILS

1. This investigation was predicated upon receipt of letter from Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Reference File, OG, AMC; ATTN: MCIAMD, dated 18 October 1948.

IN WALNUT CREEK, CALIFORNIA

2. On 4 November 1948 HORACE S. HAKINS, Colonel, U. S. Army (RET) 0-8548, 1024 Esther Drive, Walnut Creek, California, was interviewed and in substance stated that at approximately 1300 hours, on 23 September 1948, while standing in front of the packing plant at Castro's Ranch, which is located 4 miles due East of San Pablo, California, and 4.1 miles South of Pinole, California, he noted an Army bomber, two-engined, type unknown, passing overhead at a very low altitude and heading Southeast. Upon watching the bomber, he noticed above and going in the direction of nearly due East, an unknown object. Upon sighting the object, Colonel HAKINS brought it to Mr. BANTHAM's attention and asked him if he (Colonel HAKINS) were seeing things. BANTHAM substantiated Colonel HAKINS' observation that there was an object above the bomber. Colonel HAKINS described this object as being approximately the size of a large four-engined bomber having a shape similar to an amoeba (sketch is inclosed). The object was shaped so that it appeared that there were three (3) appendages forward and two (2) aft. These appendages seemed to be flapping or oscillating while the center portion remained stable. The object appeared to be, in Colonel HAKINS' opinion, a mile or more above the bomber. In the center of this object there appeared a round, dark circle which, in Colonel HAKINS' opinion, seemed to be above the main body of the object. Further it appeared that the main part of the object was translucent and of a dirty gray color and that the dark, circular portion appeared to grow more dense in color as it approached the center. From this observation Colonel HAKINS concluded that the dark portion was spherical, having the shape and depth similar to a globe. Colonel HAKINS further stated that in his mind the main part of the object appeared like canvas. Colonel HAKINS stated there was no way he could estimate the speed of the object but that it was traveling at a far greater speed than the bomber or anything else he had ever seen and that there was no noise of any type, no evidence of exhaust or trail. The object just disappeared from sight, not behind a cloud or hill or any other obstruction, in a very short

time. Colonel HAKINS could not estimate whether it was a matter of seconds or minutes as he was so engrossed in the object. On this day, and at this time, there were very few clouds in the sky. However, the day was rather dull and hazy. Colonel HAKINS further stated that the object did not reflect or give off light of any type.

3. Colonel HAKINS, prior to his retirement in 1948, was on duty with the Army mission in Panama as a veterinarian. Colonel HAKINS retired because of personal reasons and not because of any physical defects. However, Colonel HAKINS is far-sighted and has to wear glasses. He is presently employed by the California State Department of Agriculture as a Meat Inspector. A check with the neighbors and business associates established the fact that Colonel HAKINS is highly thought of and is reliable in all his dealings and associations with them.

NOTE: Colonel HAKINS expressed the opinion to this writer that he was very reluctant in writing his original letter to G-2, Sixth Army, Presidio of San Francisco, California, in that he believed somebody would think he was "another quack, probably an old fuddy-duddy." However, in the belief that he had a duty to perform, even though retired, he finally forwarded the information. Colonel HAKINS impressed this investigator as being very stable, intelligent, above average in common sense.

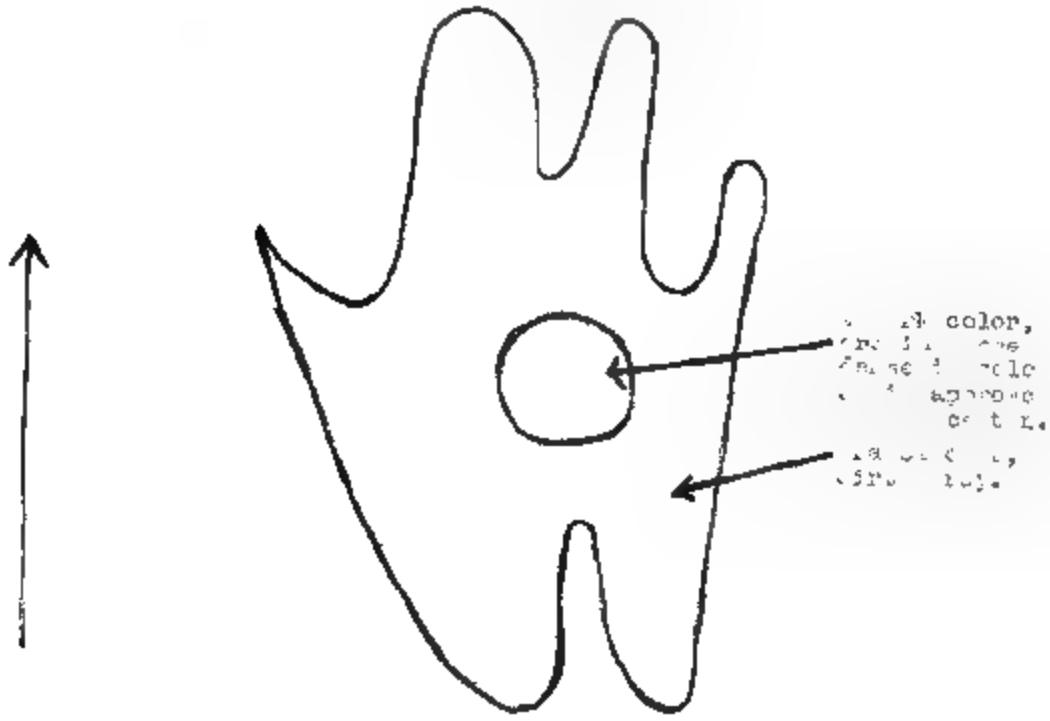
Inclosure:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB; DO #5, WRIGHT-PATTERSON AFB; OSI HEADQUARTERS, AND FILE.

Rough sketch of UNKNOWN OBJECT, Project "Sign."

- PENDING -

[illegible] - [illegible] of [illegible].



[illegible]

[illegible] size of [illegible] - [illegible].

Incl # 1

File No. [illegible]

[illegible], Project "Sign"
[illegible] 1 Inquiry

To [illegible]
Air [illegible]
Wright-Patterson Air Force Base
Dayton, Ohio
[illegible]

1. [illegible] to report of Special Agent ARVIN F. HEROLD, [illegible], [illegible] Office, dated 12 November 1948.

2. Attached for your further information are two copies of the report of Special Agent ARVIN F. HEROLD, JR., dated 16 November 1948.

3. This investigation is continuing in this OSI District Office. Subsequent reports will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl
Report of SA ARVIN F. HEROLD, JR., dtd 16 Nov 48 (in dup)

DONALD G. GOENEY
Captain, USAF
District Commander

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-3

DATE 18 November 1948

REPORT MADE BY ARMIN F. HEROLD, JR

TITLE

UNKNOWN OBJECT, Project "Sign"

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 12 and 18 November 1948

OFFICE OF ORIGIN DO # 5, Wright-Patterson AFB

STATUS PENDING

CHARACTER Special Inquiry

REFERENCE Ltr fr Hqs, Air Materiel Command, Ref File No. CG,AMC, ATTN: MCIAXO, dtd 18 October 1948

SYNOPSIS

[illegible] was predicated upon receipt of letter from Hqs, Air Materiel Command, Ref File CG AMC, ATTN: MCIAXO, dated 18 October 1948.
A check of the radar net of the San Francisco Bay Area; United Air Lines; Air Port Traffic Field, Mills Field; Western Air Lines; Pan-American Airways; American Air Lines; and the Flying Tigers, all of San Francisco, California, revealed no unusual radar readings or sightings during the period from 1100 to 1300 hours on 23 September 1948.

DISTRIBUTION

Commanding General, Wright-Patterson AFB (action copy) 2
District Commander, DO # 5, Wright-Patterson AFB 2
OSI Hqs 2
Files 2

ACTION COPY FORWARDED TO

Commanding General, Wright-Patterson Air Force Base, Dayton, Ohio

APPROVED

Donald C. Goewey
DONALD C. GOEWEY
Captain, [illegible]

FILE STAMP

ZMAMA—Sep 48—20M

OSI File No. 24-3

DETAILS:

1. This investigation was predicated upon receipt of letter from Headquarters, Air Materiel Command, Reference File CGAMC, ATTN: MCIAXO, dated 18 October 1948.

MILLS FIELD, SOUTH SAN FRANCISCO, CALIFORNIA

2. On 12 November 1948 Mr. JOE SCHAHAN, Senior Airport Traffic Controller (CAA), Mills Field, California, stated that he knew of no scheduled flights over the Pinole area at approximately 1200 hours on 23 September 1948.

3. On 12 November 1948 Mr. JOHN EVANS, Traffic Representative, Pan American Airways, Mills Field, California, stated that their records for 23 September 1948 showed no scheduled aircraft over the Pinole area. One (1) unscheduled aircraft from Pan American Airways had been on a training mission on 23 September 1948, but the instructor, Mr. RICHARD MARY, stated that the aircraft had not flown north of Hunters Point, which is a considerable distance South of the Pinole area.

4. On 12 November 1948 Mr. FULLER, Dispatcher for United Air Lines, Mills Field, California, contacted the writer by telephone and stated that United Air Lines Flight No. 576 was over Bay Point, East of the Carquinez Bridge, which is 6.1 miles Northeast of San Pablo, California, and approximately 8 miles due North of Castro's Ranch, at 12:14 (Pacific Daylight Saving Time) on 23 September 1948; west-bound at an altitude of 4,000 feet. Flight No. 576 was a DC-4. Further he stated that Flight No. 568, a DC-4, was South-bound at 11:45 (Pacific Daylight Saving Time) on 23 September 1948, flying at an altitude of 5,000 feet.

5. On 12 November 1948 Mr. L. R. ALLEN, Western Air Lines Passenger Agent, stated that none of their flights of 4-engined aircraft were scheduled to fly over the Pinole area. A check of their daily flight log revealed no record of any training flights or other unschedules missions on this date. The Western Air Lines Radio Communications Section also serves American Air Lines flights and it was revealed that American Air Lines had no 4-engined aircraft in the air after 0745 hours on 23 September 1948.

6. On 12 November 1948 Mr. R. P. HAHN, Radio Communications Officer for Trans World Air Lines, stated that none of their 4-engined aircraft had been in the Richmond-San Pablo area within two hours of the questioned time.

7. On 12 November 1948 Mr. MIKE CARGGS, Station Manager, Flying Tigers Air Lines, Mills Field, California, stated that none of their 4-engined aircraft were scheduled for day time flights to or from Mills Field and that on 23 September 1948, none of their aircraft were utilized for training or any other unscheduled flights.

AT HAMILTON AIR FORCE BASE, HAMILTON FIELD, CALIFORNIA

8. On 15 November 1948 the Army Airways Communications Service, who are charged with the responsibility of the radar net of the San Francisco Bay Area, were contacted and it was revealed that on 23 September 1948 at approximately noon, there were no unusual radar readings reported, nor were there reported any Air Force 4-engined aircraft in the vicinity of Pinole, Pinole Point, Lone Tree Point or Corquinez Straits.

PENDING

Incident. # 176

I CIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident #178

1. Date of Observation . . . 19 Oct 48 . .

2. Time of Observation . . 0310 . . . . .

3. Where was Object(s) Sighted . . Pacific . 158° W 21° 5' N . . . . . .

4. Observer's Position . . Ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . Maj. Robt C. Drum . . . . . .

6. Occupation and/or Hobbies . . Pilot . . . . . .

7. Attention Attracted to Object (s) By . . N/S. . . . . .

8. Number of Object(s) Sighted . . . 1 . . . . . .

9. Size of Object(s) . . 10-15 ft in diameter . . . . . .

10. Color of Object(s) . . . silver . . . . . .

11. Shape (Sketch if Possible) round or elliptical . . . . . .

12. Nature of Luminosity N/S . . . . . .

13. Estimated Distance of Object from Observer . . 10 - 15,000 ft . . . . . .

14. Speed of Object(s) . . . 200 MPH . . . . . .

15. Time in Sight . . . N/S. . . . . .

16. Tactics . . . . . steady course . . . . . .

17. Sound Made by Object(s) none . . . . . .

18. Direction of Flight of Object(s) . General N/E heading . . . . . .

19. Apparent Construction (Of What Material or Substance) . . . N/S . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . No exhaust trail. . . . . .

21. Weather Conditions Existing at the Time . . high broken clouds . . . . . .

22. Peculiarities Noted . . none - no photos or weather . . . . . .

23. Summary of Incident . . Report by teletype indicates object was seen by Maj Drum, his wife and young daughter. Object described as a round or elliptical shape, 10 to 15 ft in diameter, traveling at estimated 200 MPH at 10,000 to 15,000 ft. . No sound or exhaust trail. . . .

(Attach a Separate Sheet if Additional Space is Needed)

CONFIDENTIAL

K-137

HEADQUARTERS
PACIFIC AIR COMMAND
APO 953

In reply refer to: HDW/LLF/yr/13275

Response Date

OIN 000.9

OCT 2 1948

SUBJECT: Investigation Regarding Report of "Flying Discs"

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. In compliance with Radio, Department of the Air Force, NR 52340, DTG 14220/Z October 48, report is submitted regarding the witnessing of a "Flying Disc" by Major Robert C. Drum, USAF, and family on 18 October 1948.

2. Your attention is invited to the fact that information contained in preliminary radio report, PAC 120, 190600/Z October 1948, as pertains to altitude of the cumulus cloud formations is in error. Altitude should read 3500 feet instead of 35000 feet.

3. Report is as follows:

a. Location and time of sighting:

(1) Location from which object was sighted: Pacific Heights, residential area overlooking the city proper of Honolulu, approximately 1,000 feet above sea level. 158° West Longitude, 21° 5' North Latitude.

(2) Time of first sighting: 1705 HST(190305Z). Periods of observation were intermittent, not exceeding 10 seconds at any one interval.

b. Weather at time of sighting:

High broken clouds, 3,500 feet.
Three-tenths cumulus bases 3,500 feet.
Two-tenths alto cumulus 14,000 feet.
Five-tenths cirus estimated 20,000 feet.
Visibility 15 miles.

ADDRESS REPLY TO: COMMANDING GENERAL, PACIFIC AIR COMMAND

CONFIDENTIAL T 71816 OIN

OIN 000.9
Subject: Investigation Regarding Report of "Flying Disc"

c. Witnesses:

(1) Drum, Robert C., Major, USAF, rated pilot, age - 32.

(2) Drum, Mrs. Robert C., age - 29.

(3) Daughter of Major Drum, age - 8 years 6 months.

(4) Address of witnesses: Headquarters, Pacific Air Command, APO 953, c/o Postmaster, San Francisco, California.

d. No photographs obtained.

e. Sketches of object as prepared by Major Drum inclosed.

f. Object sighted:

(1) Number - not definitely determined, however, it is believed one object only sighted.

(2) Shape - round or elliptical.

(3) Size - From observation point, appeared to be 4 or 5 inches in diameter. Estimated actual size by witness, 10 to 15 feet in diameter.

(4) Color - Major Drum described color of object as bright silver, comparable to aluminum in aircraft.

(5) Speed - Witness appeared vague and unsure of object's speed but estimated 200 MPH.

(6) Heading: North-east steady course.

(7) Maneuverability: Object not maneuvering.

(8) Altitude: 10,000 to 14,000 feet.

(9) No sound or exhaust trail was evident.

g. Remarks: Witness (Major Drum) stated that object was traveling horizontally to earth's surface. No markings of any type were observed. He is positive that object was not a conventional

OIN 000.9
Subj: Investigation Regarding Report of "Flying Discs"

type aircraft. Nor was it a cloud reflection of an aircraft. One B-25, one FB45 and one B-17 were flying in the vicinity during the period 0230/Z to 0330/Z.

[redacted]

Mills S Savage
MILLS S. SAVAGE
Colonel, USAF
DC/S, Operations

3 Incls:
1. Narrative stmt of Maj Drum (in dup)
2. Sketch rel to "flying discs" (in dup)
3. Agents Rpt (in dup)

Narrative Statement of DRUM, Robert C, Major, USAF
Regarding Sighting of Unidentified Aerial Object on 18 October 1948

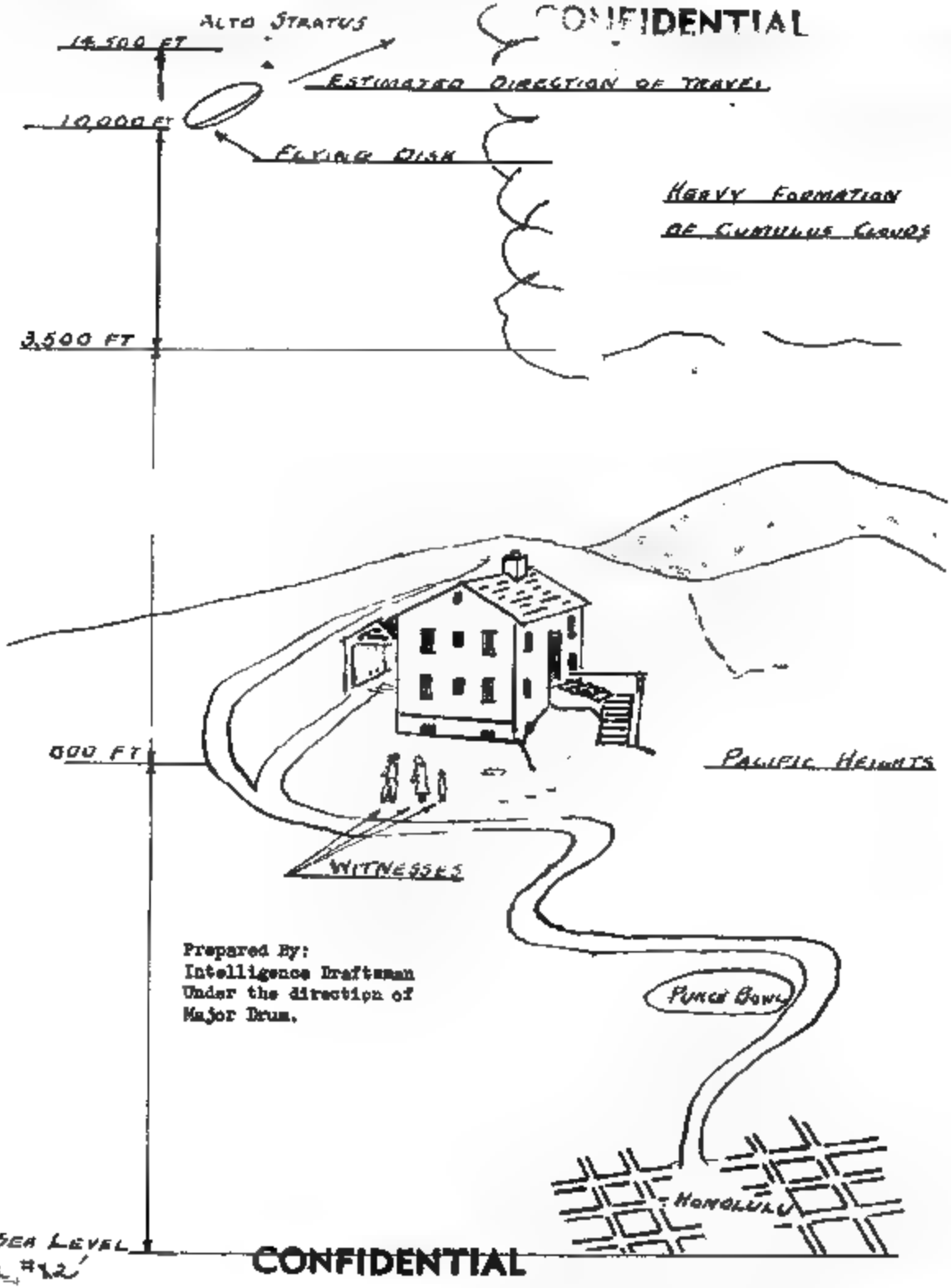
After reaching my quarters at 2737 Pacific Hgts Rd, Honolulu, T. H., I changed clothes and went out on the lawn to play with my children. While lying on my back I noticed a circular or elliptical shaped silver object high in the sky. Period of observation estimated to be 4 or 5 seconds as cumulus cloud formations blocked my vision. Maintaining a watch in the general area, I observed again the same object, this time for a period of approximately 10 seconds. At this time I pointed out the object to my wife and daughter, and they observed the object again in approximately 3 or 4 minutes. First observation was at 1705 HST and occurred 3 other times until 1715 HST. Longest period of observation was estimated at 10 seconds. Cloud build-up obscured observation except for brief intervals during the entire period. It was noted definitely on two occasions that the highest formation of clouds was at a greater altitude than the object observed and that the lower cloud formation blocked the vision of the observer, as the object was at an altitude between the two cloud formations or levels.

The object was a bright silver in color and was circular or elliptical in shape. No vapor trail or exhaust was present and no flame or lights were observed nor any sound. The object was observed from a prone, sitting, and standing position. It was in the north sector of the sky and apparently heading in a N. E. direction. Speed was estimated by the rate of closure between the clouds and object, using an estimated 40 m.p.m. factor in the swirling build-up of cumulus clouds.

It cannot be determined accurately as to whether one object was sighted or more than one as the cloud formation prohibited a lengthy observation period, and on the 4 sightings the object was generally in the same position as to altitude, direction, and movement and horizontal to the earth. The elliptical effect could result from the angle at which the observer and object were located.

Robert C. Drum

ROBERT C. DRUM
Major, USAF



Prepared By:
Intelligence Draftsman
Under the direction of
Major Drum.

INCL #12

AGENT REPORT

NAME OF AGENCY OR FILE NUMBER

"FLYING DISCS"

DATE SUBMITTED

20 October 1948

CONTROL SYMBOL OR FILE NO

REPORT OF INQUIRY

On 19 October 1948 this Agent, accompanied by Special Agent Hidlen, drove to 2737 Pacific Heights Road, the Honolulu residence of Major Robert U Drum, AO-[illegible], Deputy Chief of Civilian Components, Pacific Air Command, APO 953. This trip was made with the hopes of observing a similar incident observed by Major Drum the previous afternoon from his home, that of "flying discs". Major Drum stated that on the afternoon of 18 October 1948 at approximately 1705 hours while lying on the lawn with his 6 yr old daughter, he observed what appeared to be a strangely shaped, silver, glistening object high in the sky in a northerly direction. The disc-shaped object was traveling in a northeasterly direction estimated at 10,000 feet altitude. At this particular time of day, the Major stated, a stratus layer of clouds was situated above the flying object at an approximate altitude of 14,000 feet. The "discs" were moving below this layer of clouds. Because of lower broken cumulus clouds at a very low altitude moving in a southwesterly direction, the Major was not certain whether he saw the same "disc" on four (4) different occasions or four (4) different "discs". Covering a period of ten (10) minutes the "discs" (or disc) were observed each time for approximately ten (10) seconds. On first observing the strange objects Major Drum called it to the attention of his wife and 8 yr old daughter. When asked what they had seen the previous afternoon, Mrs Drum and the small daughter, Linda, repeated precisely the same observation as stated above by the Major. Major Drum compared the "discs" with a silver dollar slightly turned from a flat position, giving it a disc-shape, and held at an arms length at a forty-five (45) degree angle above the eye level. Major Drum stated further that he did not observe any exhaust smoke, flame, vapor trails, or accompanying noise. The informant indicated that he was certain that the object was not a conventional type aircraft. At 1640 hours on 19 October 1948 this Agent and S/A Hidlen began a visual search of the sky area pointed out by Major Drum. This search from the lawn of Major Drum's residence, occasionally employing field glasses, was constant until 1800 hours when solid, low, cumulus clouds made further observation of the sky area impossible. During this period nothing that might even resemble an airplane or "disc" was observed by these Agents.

TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

S/A Bayne P Sourlock, 1st CI Unit

SIGNATURE OF SPECIAL AGENT

Bayne P. Sourlock

For data and return to SCIAXO-3

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] reporting [illegible] directed [illegible] contained in [illegible]

[illegible] confidential [illegible]

[illegible] directed [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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OPERATIONAL PRIORITY

CONFIDENTIAL

FM JHA 133/COMGEN PACAIRCOM 190600Z
TO JEQTL/CS USAF WASH D C
JEQAB/CG WRIGHT PAT AFB DAYTON OHIO

AF GRNC

/C O N F I D E N T I A L/PAC120 ATTN DIR OF INTELLIGENCE CHIEF OF STAFF USAF CMA ATTN MCIAXO-3 CG WRIGHT PAT AFB FD UNIDENTIFIED OBJECT SIGHTED AT APPROXIMATELY ONE HUNDRED FIFTY EIGHT DEGREES WEST LONGITUDE TWENTY O NE DEGREES FIVE MINUTES NORTH LATITUDE PERIOD VIEWED FROM ONE THOUSAND FEET ABOVE SEA LEVEL AT ONE NINE ZERO THREE ONE ZERO ZEBRA TIME OCTOBER NINETEEN FORTY EIGHT PERIOD WEATHER HIGH BROKEN CLOUDS THIRTY FIVE THOUSAND FEET SCATTERED PERIOD THREE TENTHS CUMULUS BASES THIRTY FIVE THOUSAND FEET TWO TENTHS ALTO CUMULUS FOURTEEN THOUSAND FEET FIVE TENTHS CIRUS ESTIMATED TWENTY THOUSAND FEET PERIOD OBJECT OBSERVED BY MAJOR ROBERT CHARLIE DRUM USAF RATED PILOT CMA WIFE AND YOUNG

1 - MCIA - Gates
3 - MCI

PAGE TWO JHA133/C O N FI D E N T I A L/

DAUGHTER PERIOD NO PHOTOGRAPHS OBTAINED PERIOD BELIEVED ONE OBJECT ONLY SIGHTED PERIOD ROUND OR ELLIPTICAL SHAPED TEN TO FIFTEEN FEET IN DIAMETER PERIOD SILVER IN COLOR PERIOD SPEED ESTIMATED TWO HUNDRED MILES PER HOUR WITH GENERAL NORTH EAST HEADING ON STEADY COURSE PERIOD ESTIMATED ALTITUDE TEN THOUSAND TO FIFTEEN THOUSAND FEET PERIOD NO SOUND OR EXHAUST TRAIL

PERIOD FURTHUR INVESTIGATION BEING CONDUCTED END/C O N F I D E N T I A L/

19/0630Z OCT

CBS
Rec'd 190370
no action taken

*Paraphrase not required. Handle as
[illegible] correspondence
per paragraph 51 i and 60a (4), AR 380-5*

Cy/
T-L 80 47

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation . . . Around Oct 1947

2. Time of Observation . . . N/S . . . . . .

3. Where was Object(s) Sighted . . San Francisco, Calif . . . . . .

4. Observer's Position . . ground - 1/2 mile from the great highway and playgrounds
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . John E. Truitt . . . . . .

6. Occupation and/or Hobbies . . student at Naval Rocksail School of Aviation . . . .

7. Attention Attracted to Object (s) By . . felt "something like an electric arc"

8. Number of Object(s) Sighted . 1 . . . . . .

9. Size of Object(s) . . N/S . . . . . .

10. Color of Object(s) . N/S . . . . . .

11. Shape (Sketch if Possible) . N/S . . . . . .

12. Nature of Luminosity . N/S . . . . . .

13. Estimated Distance of Object from Observer . Seemed to mean he could reach out and touch it

14. Speed of Object(s) . . N/S . . . . . .

15. Time in Sight . . N/S . . . . . .

16. Trails . . . N/S . . . . . .

17. Sound Made by Object(s) . N/S . . . . . .

18. Direction of Flight of Object(s) . N/S . . . . . .

19. Apparent Construction (if [illegible]) . "mysterious light" . . .

20. [illegible] . N/S . . . . . .

21. [illegible] . N/S . . . . . .

22. [illegible] . . Never [illegible]

23. [illegible] . . . . . .